

BIRMINGHAM CITY COUNCIL
MEETING OF THE CITY COUNCIL

TUESDAY, 04 FEBRUARY 2020 AT 14:00 HOURS
IN COUNCIL CHAMBER, COUNCIL HOUSE, VICTORIA SQUARE,
BIRMINGHAM, B1 1BB

A G E N D A

1 NOTICE OF RECORDING

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

2 DECLARATIONS OF INTERESTS

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

3 MINUTES

5 - 68

To confirm and authorise the signing of the Minutes of the meeting of the Council held on 14 January 2020.

4 LORD MAYOR'S ANNOUNCEMENTS

(1400-1410)

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

5 PETITIONS

(10 minutes allocated) (1410-1420)

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

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

the meeting and can be viewed or downloaded.

6 QUESTION TIME

(70 minutes allocated) (1420-1530)

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

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

7 APPOINTMENTS BY THE COUNCIL

(5 minutes allocated) (1530-1535)

To make appointments to, or removals from, committees, outside bodies or other offices which fall to be determined by the Council as set out below:-

Councillor Lou Robson to replace Councillor Tahir Ali on the Co-ordinating Overview and Scrutiny Committee for the period ending with the Annual Meeting of City Council in May 2020.

69 - 76

8 SCRUTINY BUSINESS REPORT

(25 minutes allocated) (1535-1600)

To consider a report from the Chairs of Overview and Scrutiny Committees to be presented by Councillor Carl Rice.

Recommendation

"That the report be noted."

77 - 80

9 LEAD MEMBER REPORT: WEST MIDLANDS FIRE AND RESCUE AUTHORITY

(20 minutes allocated) (1600-1620)

To consider a report of the Lead Member for the West Midlands Fire and Rescue Authority Councillor Zafar Iqbal.

Recommendation

"That the report be noted."

(break 1620-1650)

81 - 170

10 CLIMATE EMERGENCY INTERIM REPORT

(55 minutes allocated) (1650-1745)

To consider a report of Cabinet Member for Transport and Environment Councillor Waseem Zaffar.

Recommendation

"That Council notes the progress made so far against the commitments in the June 2019 Full Council motion and notes that a full report on the R20 recommendations will be considered at Full Council in June 2020."

171 - 174

11 MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS

(90 minutes allocated) (1745-1915)

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



**MEETING OF BIRMINGHAM
CITY COUNCIL, TUESDAY,
14 JANUARY 2020**

**MINUTES OF THE MEETING OF BIRMINGHAM CITY COUNCIL HELD
ON TUESDAY, 14 JANUARY 2020 AT 1400 HOURS IN THE COUNCIL
CHAMBER, COUNCIL HOUSE, BIRMINGHAM**

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

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

Councillors

Muhammad Afzal	Peter Fowler	Mary Locke
Akhlaq Ahmed	Jayne Francis	Ewan Mackey
Mohammed Aikhlaq	Eddie Freeman	Majid Mahmood
Alex Aitken	Peter Griffiths	Zhor Malik
Safia Akhtar	Fred Grindrod	Karen McCarthy
Deirdre Alden	Paulette Hamilton	Saddak Miah
Robert Alden	Roger Harmer	Gareth Moore
Tahir Ali	Adam Higgs	Simon Morrall
Olly Armstrong	Charlotte Hodivala	Yvonne Mosquito
Gurdial Singh Atwal	Jon Hunt	John O'Shea
David Barrie	Mahmood Hussain	David Pears
Baber Baz	Shabrana Hussain	Robert Pocock
Bob Beauchamp	Timothy Huxtable	Julien Pritchard
Matt Bennett	Mohammed Idrees	Hendrina Quinnen
Kate Booth	Zafar Iqbal	Chauhdry Rashid
Sir Albert Bore	Ziaul Islam	Carl Rice
Nicky Brennan	Morriam Jan	Kath Scott
Marje Bridle	Kerry Jenkins	Lucy Seymour-Smith
Mick Brown	Meirion Jenkins	Shafique Shah
Tristan Chatfield	Julie Johnson	Mike Sharpe
Debbie Clancy	Brigid Jones	Sybil Spence
Liz Clements	Nagina Kauser	Paul Tilsley
Maureen Cornish	Mariam Khan	Ian Ward
John Cotton	Zaheer Khan	Mike Ward
Phil Davis	Chaman Lal	Suzanne Webb
Adrian Delaney	Mike Leddy	Ken Wood
Diane Donaldson	Bruce Lines	Alex Yip
Barbara Dring	John Lines	Waseem Zaffar
Neil Eustace		

NOTICE OF RECORDING

- 19288 The Lord Mayor advised that the meeting would be webcast for live and subsequent broadcasting via the Council's internet site and that members of the Press/Public may record and take photographs except where there are confidential or exempt items.

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

APOLOGY

Councillor Simon Morrell apologised for walking out of the previous meeting of the City Council and thus disrespecting the Chair. He noted that his action was not directed personally at the Chair. He also noted that he had not sign the attendance book at the last meeting and requested that his name be included in the list of attendees in the Minutes if it had been omitted.

(NB Councillor Morrell had been recorded in the Minutes as having been in attendance.)

DECLARATIONS OF INTERESTS

- 19289 The Lord Mayor reminded members that they must declare all relevant pecuniary and non-pecuniary interests arising from any business to be discussed at this meeting.
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MINUTES

The Lord Mayor advised that on page 8 of 226 relating to the minutes of the last meeting and the appointment to Warwickshire County Cricket Club Safety Advisory Group, there was an error in that Councillor Robert Alden should be Conservative and Councillor Neil Eustace should be Liberal Democrat. He noted that the error had been corrected in the Minutes that he would be signing.

It was moved by the Lord Mayor, seconded and –

- 19290 **RESOLVED:-**

That, subject to the above amendment, the Minutes of the meeting held on 5 November 2019 having been circulated to each Member of the Council, be taken as read and confirmed and signed.

LORD MAYOR'S ANNOUNCEMENTS

1 Death of former Councillor and Honorary Alderman William Gray JP

The Lord Mayor indicated his first announcement related former Councillor and Honorary Alderman William Gray JP, known to us all of course as Bill, who passed away 29 July last year. Bill served on the City Council from 1982 to 1995 as a Councillor for Nechells Ward and leaves behind his wife, Barbara, 2 sons, a daughter and 10 grandchildren.

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

19291 **RESOLVED:-**

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

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

2 New Years Honours

19292 The Lord Mayor inticated that it was his pleasure to congratulate those mentioned in the Queen's New Year's Honours list for services to Birmingham or who live in Birmingham.

Made a Knight Bachelor

Sir David Julian Bintley

OBE

Dr Debra Helen Adams

Helga Edstrom

Alastair Gibbons

MBE

Parveen Hassan

Mumtaz Ali

Melrose Fraser

Azizia Chaudry

Paulette Veronica Bolton

Razia Butt

Yvonne Ann Millard

Elizabeth Ann Hughes

Councillor Philip Michael Davis

Kelly Jade Sotherton

Roy Christopher Lewis

Mindu Margaret Hornick

BEM

James Yule K Reid
Heidi Murphy
Kenneth Harry Forrest
Elspeth Martin
Stefen Wells
Keith Cook

The Lord Mayor asked those in the Chamber to join him in congratulating them all on those marvelous achievements.

PETITIONS

Petitions Relating to City Council Functions Presented at the Meeting

The following petitions were presented:-

(See document No. 1)

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

19293 **RESOLVED:-**

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

Petitions Update

The following Petitions Update had been made available electronically:-

(See document No. 2)

It was moved by the Lord Mayor, seconded and -

19294 **RESOLVED:-**

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

QUESTION TIME

19295 The Council proceeded to consider Oral Questions in accordance with Council Rules of Procedure (B4.4 F of the Constitution).

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

APPOINTMENTS BY THE COUNCIL

Councillors Shabrana Hussain and Gareth Moore proposed nominations and it was-

19296 **RESOLVED:-**

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

Economy and Skills Overview and Scrutiny Committee

Councillor Lou Robson (Lab) to replace Councillor Tahir Ali (Lab) as the Chair for the period ending with the Annual Meeting of City Council in May 2020.

Councillor Maureen Cornish (Con) to replace Councillor Ken Wood (Con) for the period ending with the Annual Meeting of City Council in May 2020

Housing and Neighbourhoods Overview and Scrutiny Committee

Councillor Ken Wood (Con) to replace Councillor Gary Sambrook (Con) for the period ending with the Annual Meeting of City Council in May 2020.

EXEMPTION FROM COUNCIL RULES OF PROCEDURE.

19297 **RESOLVED:-**

That for agenda item 9 (Executive Business Report) Council Rules of Procedure be waived to allow 3 Councillors to propose the Motion having a total of 10 minutes and to allow the 3 Councillors a total of 10 minutes for the right of reply.

EXECUTIVE BUSINESS REPORT

The following report from the Cabinet was submitted:-

(See document No. 3)

Councillors Jayne Francis, Kate Booth and Paulette Hamilton moved the motion which was seconded.

A debate ensued.

Councillors Jayne Francis, Kate Booth and Paulette Hamilton replied to the debate.

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

It was therefore-

19298 **RESOLVED:-**

That the report be noted.

ADJOURNMENT

It was moved by the Lord Mayor, seconded and

19299 **RESOLVED:-**

That the Council be adjourned until 1650 hours on this day.

The Council then adjourned at 1623 hours.

At 1655 hours the Council resumed at the point where the meeting had been adjourned.

Deputy Lord Mayor in the Chair

BIRMINGHAM SUICIDE PREVENTION STRATEGY 2019-2024

The following report of the Cabinet Member for Health and Social Care was submitted:-

(See document No. 4)

Councillor Paulette Hamilton moved the motion which was seconded.

In accordance with Council Rules of Procedure, Councillors Simon Morrall and Alex Yip gave notice of the following amendment to the Motion:-

(See document No. 5)

Councillor Simon Morrall moved the amendment which was seconded by Councillor Alex Yip.

A debate ensued.

Councillor Paulette Hamilton replied to the debate.

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

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

It was therefore-

19300

RESOLVED:-

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

That the Action Plan that underpins this strategy is circulated to all Members and that updates on progress against this are published on an annual basis.

BORDESLEY PARK AREA ACTION PLAN: ADOPTION

The following report of the Leader was submitted:-

(See document No. 6)

The Leader Councillor Ian Ward moved the motion which was seconded.

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

(See document No. 7)

Councillor Timothy Huxtable moved the amendment which was seconded by Councillor Peter Fowler.

In accordance with Council Rules of Procedure, Councillors Karen McCarthy and Mariam Khan gave notice of the following amendment to the Motion:-

(See document No. 8)

Councillor Karen McCarthy moved the amendment which was seconded by Councillor Mariam Khan.

A debate ensued during which Councillor Majid Mahmood declared an interest in that his family home was located within the area covered by the Action Plan.

The Leader Councillor Ian Ward replied to the debate.

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

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

(See document No. 9)

The total results referred to in the interleave read:-

Yes – 28 (For the amendment)
No – 49 (Against the amendment)
Abstain – 0 (Abstentions)

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

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

It was therefore-

19300

RESOLVED:-

That the City Council adopts the Bordesley Park Area Action Plan and in doing so confirms that it will work with the licensees of the Wheels Site to explore potential opportunities for those activities to continue on alternative sites or, once vacant possession has been obtained by the council, on the Wheels site in the short-term, if a suitable agreement can be reached with the licensees.

Council notes that the Planning Inspectorate report on the examination of the BPAAP concludes that 'The BPAAP as submitted is both sound and legally compliant, it is capable of being adopted without change.'

MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS

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

A. Councillor Jon Hunt and Roger Harmer have given notice of the following motion.

(See document No. 10)

Councillor Jon Hunt moved the Motion which was seconded by Councillor Roger Harmer.

In accordance with Council Rules of Procedure, Councillors Deirdre Alden and Ewan Mackey gave notice of the following amendment to the Motion:-

(See document No. 11)

Councillor Deirdre Alden moved the amendment which was seconded by Councillor Ewan Mackey.

In accordance with Council Rules of Procedure, Councillors John O'Shea and Marje Bridle gave notice of the following amendment to the Motion:-

(See document No. 12)

Councillor John O'Shea moved the amendment which was seconded by Councillor Marje Bridle.

As a point of order Councillor Deirdre Alden, following a comment from Councillor Marje Bridle, emphasised that she had been fully engaged with the work of the Housing and Neighbourhoods Overview and Scrutiny Committee

THE QUESTION BE NOW PUT

The Leader Councillor Ian Ward moved 'That the question be now put' which was seconded by the Deputy Leader Councillor Brigid Jones.

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

It was therefore-

19301 **RESOLVED:-**

That the question be now put

Councillor Jon Hunt replied to the debate.

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

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

(See document No. 13)

The total results referred to in the interleave read:-

Yes – 28 (For the amendment)
No – 47 (Against the amendment)
Abstain – 0 (Abstentions)

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

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

It was therefore-

19302 **RESOLVED:-**

Council believes the executive's approach to fly-tipping and street cleaning is as follows:

The council is taking a robust and proactive approach to tackling fly-tipping and other waste related offences.

- In 2018/19 the council prosecuted a fly-tipper or issued a fixed penalty notice, on average, once every 30 hours. This resulted in fines and fixed penalties totalling over £200,000.
- The Waste Enforcement Unit prosecuted 223 offences defined as 'fly-tipping related' under DEFRA's statutory guidance.
- This resulted in 154 offenders prosecuted for fly-tipping related offences, including 58 for discrete incidents of fly-tipping. Fines totalling over £175,000 were imposed compared to £87,000 the previous year.
- Over the same period, the council issued 73 fixed penalties, totalling over £29,000 in fines to offenders.
- For fly-tipping the average total financial penalty paid by offenders in 2018/19 was £1,935. This compares favourably to a Core City average of £420.

In order to build on this enforcement activity, the council as part of its budget process has consulted on the following

- Investing a further £1 million in the successful 'Love your Streets' project to tackle fly-tipping and related issues across the city.
- Investing a further £400,000 in waste enforcement.

The council will also continue to work with people across the city including ward councillors, businesses and community organisations to ensure a collaborative approach to tackling the criminal scourge of fly-tipping.

B. Councillor Sharon Thompson and Hendrina Quinnen have given notice of the following motion.

(See document No. 14)

The Deputy Lord Mayor advised that Councillor Sharon Thompson was not present at the meeting and she called upon the Deputy Leader Councillor Brigid Jones to move the Motion which was seconded by Councillor Hendrina Quinnen.

The Deputy Leader Councillor Brigid Jones made a short closing comment.

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

It was therefore-

19303

RESOLVED:-

The council notes:

- That for many women in Birmingham, the menopause and how they are treated in the workplace as a result of experiencing the menopause is a real issue.
- That around 3.5 million women aged fifty years and over are currently in employment in the UK and that menopausal women are the fastest growing demographic in the UK workforce.
- That although rarely discussed menopause is a natural stage of life for most women - usually occurring between the ages of 45 and 55 but less commonly to some women in their 30s.
- That symptoms can start months, or even years before menopause and can last between four and eight years.
- That most women will experience some symptoms of the menopause, although each woman's experience will be different, and the type of symptoms and their severity will vary.
- That around 25 per cent of women will suffer severe symptoms.
- And that some symptoms can have a significant impact on a woman's everyday life, potentially affecting attendance and performance in the workplace.

Council further notes:

- That almost 60 per cent of the Birmingham City Council workforce identifies as female and many will experience the menopause during their time as council employees. Therefore it is important to raise awareness and understanding of menopause throughout the organisation.

Council therefore resolves to:

- Increase awareness of the help and advice already available for staff members and councillors experiencing the menopause.
- Ensure that line managers are aware, show understanding and are able to support staff and signpost the help and advice that is available.
- Work with Trades Unions - who have also produced advice and guidelines for employers and employees - to remove any potential stigma surrounding menopause.
- Write to the West Midlands Combined Authority urging them to adopt a similar approach and to encourage partners across the region to adopt

City Council – 14 January 2020

an open and supportive approach to staff members experiencing the menopause.

The meeting ended at 1905 hours.

APPENDIX

Questions and replies in accordance with Council Rules of Procedure B4.4 F of the Constitution

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

A1 Athletes Village

Question:

Please list all areas of the Athletes Village project which are currently projected to overspend, including by how much?

Answer:

Work is currently underway to ensure that the Athletes' Village is delivered to the required specification on time and within available resources and the final proposals will form a part of the forthcoming revised Full Business Case for the project.

Key elements where financial pressures are emerging relate to the construction of the residential elements of the Village and consequential costs such as fees and capitalised interest, and costs associated with the relocation of the National Express bus depot. The latter will be considered in detail at the Cabinet meeting of 21st January 2020.

Costs related to wider land acquisitions, demolition and costs associated with the relocation of the new school, are in line with estimates included within the June 2019 Full Business Case.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR SIMON MORRALL**

A2 Commonwealth Games

Question:

Please list all areas of the Commonwealth Games programme which are currently projected to overspend, including by how much?

Answer:

At this stage, the Commonwealth Games programme is forecast to be delivered within the budget envelope as confirmed by Central Government in June 2019.

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

A3 Athletes Village ‘cash envelope’

Question:

When the revised business case for the Athletes Village comes back to Cabinet in February, will the ‘cash envelope’ referred to in recent press comments also be revised from the original £519.4m set out in the outline business case?

Answer:

Details for the revised full business case for the Athletes’ Village, which meet the required specification for the Games, are currently being finalised, including a review of both anticipated expenditure and funding arrangements.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR PETER FOWLER**

A4 Athletes Village affordable homes

Question:

When the revised business case for the Athletes Village comes back to Cabinet in February, will there be any revisions to the number of affordable homes provided in the legacy mode of the site?

Answer:

The revised full business case will set out the proposed level of affordable housing for the scheme.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR BOB BEAUCHAMP**

A5 Athletes Village InReach

Question:

Are there currently any plans to vary the number of homes on the Athletes Village site that the Council sells to Inreach, or the amount of the loan (currently budgeted at £100m) the council intends to loan to Inreach in order to complete these purchases?

Answer:

The proposed level of disposals to InReach will be considered as part of the overall disposals strategy for the residential scheme which will be externally commissioned, and will be subject to agreement with InReach on both the number and value of properties sold.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR DEBBIE CLANCY**

A6 Emergency Executive Decision

Question:

What steps were taken, ahead of the Emergency Executive decision taken on 31 December relating to the National Express Depot, to establish if it was possible to convene an extraordinary meeting of the Cabinet rather than using emergency powers?

Answer:

It would not have been feasible between the date of agreeing a proposition and 31st December to convene a Special Cabinet meeting with the required 3 day notice.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR MAUREEN CORNISH**

A7 Emergency Executive Decision implementation

Question:

On what date were recommendations i to iv in the Emergency Executive Report ‘Commonwealth Games – National Express Bus Depot relocation’ actually implemented? (i.e. the date each was – or will be - physically executed, not the date the decision was taken)

Answer:

Recommendations (i), (ii), and (iii) of the report were implemented on 31st December 2019.

Recommendation (iv) is ongoing in order to fulfil the requirements of recommendations (i), (ii) and (iii).

Recommendation (v) was by its nature implemented at the signing of the report.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR ROBERT ALDEN**

A8 Air Quality Assessment

Question:

Does the Leader agree with me that all major regeneration projects should have an air quality assessment carried out for both the construction and completed phases?

Answer:

The Inclusive Growth Directorate are currently reviewing the Birmingham Design Guide and this suggestion will be taken up as part of the review process.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR BRUCE LINES**

A9 Depot Relocation

Question:

How much did the Council pay to the external consultants who provided the estimate of £2m for the depot relocation that is now costing £15.5m?

Answer:

£2m was identified at OBC stage as the cost of a replacement depot relocation for National Express. The was an indicative figure prior to discussions commencing with National Express on scope and scale.

The revised figure is based on a well-developed and agreed scope. On a like for like basis, the full replacement cost would have been higher than the deal agreed, and had the deal not been agreed in line with the timescales National Express would have removed the cost cap, thereby removing certainty. The deal therefore represents value for money.

The external consultants were Savills and a fee of £16,800 was agreed with them.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR EDDIE FREEMAN**

A10 Depot Relocation cost

Question:

Was any further expert advice taken, even internal or externally, to challenge the costs provided by National Express when negotiating the final £15.5m cost of relocation or was this figure accepted in order to meet timescales?

Answer:

BCC appointed external consultants to undertake a review of National Express's cost assumptions and also sought advice from TfWM on the design and specification of the scheme. This indicated that the proposed scheme – although not directly like for like – was suitable in scale for the operation provided by National Express.

The contract requires National Express to use reasonable endeavours to deliver the project at less than the cost cap and the Council will assure National Express's development documents, including all plans, specifications, drawings, engineering calculations, bills of quantity and other data that may be required in connection with the NX development, and scrutinise development funding claims made by National Express prior to releasing payment.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR MATT BENNETT**

A11 Tenure Mix of Athletes Village

Question:

At bid stage, planning application stage, and now, what proportion of homes on the athlete village site were

- a) Affordable**
- b) Social Rent**
- c) Sold to Inreach via council loan for Market Rent**
- d) Sold on Open Market**

Answer:

At bid stage the tenure mix had not been confirmed.

The consented scheme delivers 22% affordable housing and this remains the case.

The disposal strategy is in development and will inform of the tenure mix and is set to come to Cabinet later this year.

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

A12 National Express Negotiations

Question:

Before agreeing to the final £15.5m cost of the bus depot relocation, how many higher offers from National Express did the council reject and how many counter offers did the council make, and how much higher\lower than the final agreed price were they?

Answer:

National Express are a Statutory Undertaker, giving them certain rights and obligations that would not be present in commercial negotiations.

Agreement was reached after a considerable amount of discussion and negotiation between the parties and their advisors and not based on a bid process.

The negotiations resulted not only in a lower costs per square metre than National Express's initial position, but critically in a relocation longstop date of 31st December 2021. This will provide certainty for the delivery of the current National Express site for its required use during the Commonwealth Games.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR DAVID BARRIE**

A13 Commonwealth Games additional events

Question:

Does the Council have a written guarantee that, should any additional events such as shooting be added to the Commonwealth Games 2022 but held in a different country, that the Council will not have to make any financial contribution towards it?

Answer:

It is the Organising Committee, together with the Commonwealth Games Federation, who hold the sporting events. There is no explicit obligation on the Council to make a financial contribution to sports being hosted outside the UK.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR JON HUNT**

A14 National Express West Midlands as a major stakeholder

Question:

As Cabinet Member responsible for Regeneration and for the Commonwealth Games, how many meetings has there been and when has he had National Express West Midlands as a major stakeholder (Landowner and provider of services) in the Perry Barr area?

Answer:

I am unclear what Councillor Hunt is asking. If it is how many meetings have I had with National Express on the subject of Perry Barr then the answer is none.

Officers have of course met with National Express on the issue of the Perry Barr Depot.

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

B1 Local Authority Decisions

Question:

In a Special Needs Jungle post from December it is noted that:

“The decision that LAs make about whether to maintain, amend or cease the EHCP is the key part of the annual review process. The statutory process gives families the right to appeal the LA’s decision – but families can only exercise this right once the LA sends out a letter notifying them of their decision, and their right to appeal it.”

If there is no letter then there is no legal right of appeal. It then refers to some Ministry of Justice statistics:

Ministry of Justice statistics tell us that last year, only 1.6% of appealable local authority decisions resulted in families appealing to SENDIST

The vast majority of these theoretically-appealable decisions – around 80% of them – are the ones that LAs are supposed to make at EHCP annual review time. But if local authorities aren’t completing annual reviews, then families don’t have any chance to appeal at all.

And because of this, the SENDIST appeal rate is not necessarily an accurate reflection of the quality of local authority decision making

The Guardian report of 31 December stated that:

“Birmingham City Council, the largest local authority in Europe by population, was taken to Send tribunals 985 times between 2014 and 2019, which was more than any other local authority. Cases against the council increased by 273% over the period.”

For the period January - December 2019 please provide a breakdown of the following data:

- **The number of decisions that SHOULD have been made by SENAR that would have been appealable to the SENDIST (this includes requests for assessment, issuing of plans, contents of final plans and placements, as well as decisions to amend following annual reviews**
- **The number of decisions that were ACTUALLY made (same criteria as above)**
- **The number of appeals registered by SENDIST**
- **The number of appeals conceded by the local authority prior to hearings**
- **The number that went to hearing where the appeal was dismissed (i.e. the local authority’s decision was deemed to be correct)**

Answer:

By way of background, the figures for overall appealable decisions are calculated from data collected by the DfE via the mandatory annual SEN2 data return. The total appealable decisions figure is the calculated as the sum total of the following:

- Number of initial requests for Education, Health and Care (EHC) assessments refused
- Number of assessments completed and a decision made not to issue an EHC plan
- Number with an EHC plan as at January each year
- Number of EHC plans ceased because the special educational needs of the child or young person are being met without an EHC plan

More information on SEN2 data collected by the DfE can be accessed via the following link:

<https://www.gov.uk/government/collections/statistics-special-educational-needs-sen#statements-of-special-educational-needs-sen-and-education,-health-and-care-ehc-plans>

For the period January - December 2019 please provide a breakdown of the following data:

- **The number of decisions that SHOULD have been made by SENAR that would have been appealable to the SENDIST (this includes requests for assessment, issuing of plans, contents of final plans and placements, as well as decisions to amend following annual reviews**

Refusal to Assess: 492

Refusal to Issue Plan: 163

Content of Plan/Review: 10,469

Cease to Maintain: 72

Total: 11,196

- **The number of decisions that were ACTUALLY made (same criteria as above)**

Refusal to Assess: 492

Refusal to Issue Plan: 163

Content of Plan/Review: 1,334

Cease to Maintain: 72

Total: 2,061

(The January SEN2 Survey is currently underway and will be available on 28 February 2020).

- **The number of appeals registered by SENDIST**

297.

- **The number of appeals conceded by the local authority prior to hearings**

97.

- **The number that went to hearing where the appeal was dismissed (i.e. the local authority's decision was deemed to be correct)**

5 appeals that went to hearing were dismissed.

(Please note that 110 appeals remain ongoing, there have been 7 consent orders where agreement was reached between the parties and 19 were upheld in favour of parent). s

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

B2 EHCPs issued

Question:

Please provide monthly data of the % of EHCPs issued within the statutory timeframe since the damning OfSTED inspection of June 2018?

Answer:

Month	Total	Over 20 Wks	Within 20 Wks	% within 20 Wks	% over 25 Wks
June	85	15	68	81.9%	100.0%
July	101	13	86	86.9%	98.0%
August	94	18	75	80.6%	100.0%
September	92	14	77	84.6%	94.6%
October	63	5	54	91.5%	98.3%
November	61	4	20	83.3%	100.0%
December	50	4	13	76.5%	88.2%
January	52	2	28	93.3%	100.0%
February	58	9	47	83.9%	100.0%
March	59	11	44	80.0%	98.2%
April	102	15	86	85.1%	99.0%
May	79	27	50	64.9%	92.2%
June	70	16	54	77.1%	94.3%
July	111	33	76	69.7%	89.9%
August	116	35	75	68.2%	92.8%
September	47	18	28	60.9%	84.8%
October	47	21	22	51.2%	88.4%
November	75	17	20	54.1%	78.4%
December	81	14	19	57.6%	93.9%
Total	1443	291	942	75.3%	94.9%

The National Picture over the last 5 years:

Percentage of new EHC plans issued within 20 weeks

	2014	2015	2016	2017	2018
ENGLAND	64.3	59.2	58.6	64.9	60.1
Sandwell	.	34.9	43.2	65.3	99.5
Leicestershire	.	99.1	97.8	98.9	98.3
Leeds	100.0	89.4	90.4	96.8	97.3
Birmingham	100.0	49.5	97.1	93.4	84.9

City Council – 14 January 2020

Coventry	.	63.3	60.7	84.2	84.6
Lancashire	100.0	.	75.3	89.3	83.0
Manchester	.	55.7	54.4	89.0	79.3
Essex	0.0	10.1	37.9	73.6	77.8
Staffordshire	100.0	86.1	75.6	88.6	68.0
Leicester	0.0	52.8	71.8	60.8	57.4
Warwickshire	0.0	17.6	29.4	29.2	50.8
Newcastle upon Tyne	.	70.6	85.4	86.0	50.4
Liverpool	100.0	8.6	12.0	78.1	47.6
Sheffield	.	3.1	12.0	13.4	42.3
Derbyshire	100.0	0.0	47.3	52.9	34.0
Kent	11.5	86.2	85.8	58.8	28.9

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR BOB BEAUCHAMP**

B3 EHC Needs Assessment Data

Question:

Please provide monthly data of the % of EHC needs assessment requests actioned within the statutory timeframe of 6 weeks since the damning OfSTED Inspection of June 2018?

Answer:

July 2018	59%
August 2018	72%
September 2018	66%
October 2018	75%
November 2018	76%
December 2018	70%
January 2019	70%
February 2019	82%
March 2019	73%
April 2019	57%
May 2019	44%
June 2019	39%
July 2019	55%
August 2019	68%
September 2019	52%
October 2019	43%
November 2019	45%
December 2019	37%

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

B4 Annual Reviews

Question:

Please provide the monthly data of the % Annual Reviews that have met the statutory requirement for a decision to be made within 4 weeks of the paperwork submitted to SENAR since the damning OfSTED Inspection of June 2018?

Answer:

July 2018	2%
August 2018	0%
September 2018	2%
October 2018	2%
November 2018	1%
December 2018	2%
January 2019	2%
February 2019	1%
March 2019	1%
April 2019	1%
May 2019	0%
June 2019	1%
July 2019	0%
August 2019	0%
September 2019	5%
October 2019	4%
November 2019	0%

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR PETER FOWLER**

B5 Definition

Question:

In the answer to Question B5 of November 2019 a very limited definition of Inclusion was given to equate to mainstream school. Please can you qualify this assertion and base it on informed research?

Answer:

United Nations Educational, Scientific and Cultural Organization (UNESCO) defines inclusion in education as *"a process of addressing and responding to the diverse needs of all pupils through increasing participation in learning, cultures and communities and reducing exclusion from education and from within education"*.

The statutory guidance *'National curriculum in England: framework for key stages 1 to 4'* explains that, for all local authority maintained mainstream and special schools which teach the National Curriculum, inclusion involves setting suitable challenges for every pupil and ensuring that those with protected characteristics, such as disability, those with SEN and those with English as an Additional Language can access the National Curriculum and that there is an appropriate response to pupils' needs and to overcoming potential barriers for individuals and groups of pupils.

In relation to pupils with SEND, the role of the SENCO in mainstream schools may include *"promoting the pupil's inclusion in the school community and access to the school's curriculum, facilities and extra-curricular activities"*.

(Regulation 50(3)(b)(vii)) of the Special Educational Needs and Disability Regulations 2014)

'Inclusion' is also sometimes used to refer to the Council's statutory duty to name a mainstream school in an Education, Health and Care Plan, which only applies in cases where parents do not express a preference for a particular school and where naming a mainstream school would not be against their wishes and would not be incompatible with the efficient education of others.

(section 33 of the Children and Families Act 2014).

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

B6 Tribunals

Question:

Please provide the monthly data of the numbers of SENDIST Tribunals lodged since the damning OfSTED Report of June 2018?

Answer:

Year/ Month	Number Received
July 2018	26
August 2018	16
September 2018	26
October 2018	30
November 2018	18
December 2018	15
January 2019	16
February 2019	25
March 2019	31
April 2019	31
May 2019	43
June 2019	36
July 2019	29
August 2019	21
September 2019	22
October 2019	22
November 2019	12
December 2019	9

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

B7 EHC Plan

Question:

Section 33 CAFA 2014 says that a child or young person with an EHC plan must be educated in a mainstream setting unless:

- 1. It is against the wishes of the child's parents or the young person; or**
- 2. It is incompatible with the provision of efficient education for others and the LA shows that there are no reasonable steps that it could take to prevent that incompatibility.**

Does the Council feel that it has a sufficiency of Special School Places?

Answer:

As the question indicates, the CAFA "secures the general presumption in law of mainstream education in relation to decisions about where children and young people with SEN should be educated" (Code of Practice paragraph 1.26). It is therefore important to ensure that mainstream provision is inclusive, properly resourced and that mainstream staff have access to appropriate training, support and advice. The issue of sufficiency of special school places cannot be considered in isolation. Provision needs to reflect the graduated response and be responsive to changing needs. The locality model aims to provide easier access to support and resources for children in mainstream schools so that they can have their needs met within their mainstream setting where this is in accordance with parents wishes and is compatible with the efficient education of others.

A key aim and priority of the City Council is to empower people to enjoy the best possible quality of life and reach their full potential by:

- Reducing inequalities by improving life chances and protecting and promoting good health
- Giving children the best possible start in life
- Raising skills and educational attainment for all age groups
- Promoting independence and independent living
- Protecting and supporting our most vulnerable residents

We are currently reviewing provision across education, health and care at universal, targeted and specialist levels. Our aim is to gain a better understanding of the levels and patterns of need across the city so that we can commission services that improve the outcomes for children and young people. We want to commission services that are needs led, efficient, effective and child and young person centred across the continuum of need (universal, targeted and specialist provision), making the best use of resources.

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

B8 Home Tuition

Question:

What is the number of pupils and cost to the Council of the children currently receiving home tuition as they do not have an appropriate school placement?

Answer:

At the end of December 2019, there were 58 children and young people receiving home tuition.

The total commitment during this financial year (2019/20) for this cohort of pupils amounts to £439,000.

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

B9 Tribunals 2

Question:

**What % of Tribunals were lost over the last 12 months where the parents wanted
Specialist Provision?**

Answer:

31 cases went to hearing in 2019. Of these 8 related to requests for specialist provision which were found in favour of the parent.

This represents 25.8% of the 31 appeals that went to hearing, however, it should be noted that not all of these appeals related to requests for specialist provision.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR CHARLOTTE HODIVALA**

B10 EHCPs Finalised

Question:

How many EHCPs does the Council maintain that have been finalised by 'Type' or name a current mainstream school but the pupils are awaiting a special school placement?

Answer:

At the end of December 2019 there were 168 school aged pupils with EHCPs finalised by type or in named mainstream provision awaiting a special school place.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR MEIRION JENKINS**

B11 Legal Parental Rights

Question:

Is there a drive to deny legal parental rights by not assessing children for EHC Plans and for school placements to be decided by Panels rather than following the requirements of the law relating to parental preference?

Answer:

No there is not.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR BRUCE LINES**

B12 Parental Link Workers

Question:

What is the total cost and employment liabilities that have been incurred by the establishment of Parental Link Workers?

Answer:

Staffing costs = £83,928 plus usual on-costs

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR EWAN MACKEY**

B13 Costs

Question:

What is the total cost of including children who would attend special schools into their local mainstream school?

Answer:

It is important to recognise that including children in mainstream schools has been found to bring benefits to the wider school community. A study by Cambridge University found that teachers felt that when properly resourced and managed, inclusion was not only beneficial for the individual child with SEND, but also helped the wider school community to learn about diversity and acceptance.

We are seeking to develop a model that promotes inclusion by making it easier for mainstream schools to access the resources that they need to enable them to include local children with a variety of needs. A first step towards this is developing a funding system that allows schools to access additional funding without delay, thereby enabling them to support early intervention.

Special schools will still have an important role to play in this model. Working together in localities, mainstream and special schools will collaborate to share expertise and resources. The locality model is being developed to enhance collaboration between schools so that they can work together to meet the needs of children and young people.

In order to achieve this vision, we need to:

- Review and revise our systems of funding for SEND so that they are more responsive and facilitate early intervention
- Provide effective and targeted professional development for school staff that reflects the needs of their local pupil population
- Ensure that special provision, whether delivered through a mainstream or a special school, is tailored to need and has access to appropriately qualified support services

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR JOHN LINES**

B14 Parent Carer Forum

Question:

In a recent Newsletter it confirmed that the Parent Carer Forum have lent their support to the new SEND Model. Have they raised any concerns about the new SEND model?

Answer:

Feedback has been provided by the Parent Carer Forum which led to changes being made, including the below:

- Health representatives have been included in the working groups, locality panels and locality planning and workforce development meetings to help share key information.
- Parent Carer Forum are now involved in the locality planning meetings, weekly meetings with the Assistant Director. Representatives from Parent Carer Forum have also been identified for a variety of projects including the Local Offer website stakeholder group.
- Parent Carer Forum are involved in the planning of communication with parents to support understanding of the new model, including the appropriate timings for events.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR GARETH MOORE**

B15 SEND Locality Hubs

Question:

At the last Full Council meeting you were asked for detailed information, such as a policy briefing paper on or business case for SEND Locality Hubs and Parent Link workers and other associated changes, including costs. You responded by providing leaflets and posters and very short answers. Assuming the decision to make these changes was not based purely on leaflets and posters could you please provide the detailed policy document, business case and costs?

Answer:

The changes being implemented are part of the general organisation and management of the directorate, and as part of the usual business development do not require specific policy or business case documentation. The focus of changes are around more effective service delivery in order to meet the needs of children and young people with SEND in Birmingham.

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

B16 Helplines

Question:

CONTACT have a national free advice helpline on SEND and SENDIASS have a local helpline. Why has a further duplicate helpline been set up and what is the total cost of this?

Answer:

The phonenumber to the Parent Link workers does not duplicate any existing helpline and will provide early advice and support for families in Birmingham.

The CONTACT helpline is for parents/carers with a disabled child only. The SENDIASS helpline is for families of children and young people with SEND that focusses on statutory processes.

The Parent Link phone line is for families seeking general advice, information and signposting, whether their child has a diagnosis or not. This will complement the excellent service already provided by CONTACT and SENDIASS while seeking to reach a wider group of families.

The cost of the phone line is yet to be determined and will be covered by the Innovate to Save budget.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION,
CULTURE AND SKILLS FROM COUNCILLOR DEBBIE CLANCY**

C Christmas Market Education Provision

Question:

What was the cost to the Council of providing education to children of market traders at the Christmas Market in 2019, and is any of this cost recouped by the education service?

Answer:

The Council was not notified of any school age children accompanying Christmas Market traders in 2019 so no cost was incurred.

WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND RESOURCES FROM COUNCILLOR MATT BENNETT

D1 Consultants

Question:

Please can you provide a breakdown by directorate of the spend on consultants since January 2019, specifying the cost, remit of and rationale for engaging each individual consultant?

Answer:

CONSULTANCY FEES SPLIT BY DIRECTORATE	£m	Commentary
Jan 2019 - Dec 2019		
ADULTS & SOCIAL CARE	10.314	This cost relates mainly to our specialist organisational change partners, working alongside the Council and Health Partners to improve outcomes for citizens and to realise financial benefits through developing, testing and rolling-out an integrated health and social care model for older people.
EDUCATION & SKILLS	0.411	The cost relates mainly to additional interim Assistant Director support to the directorate management team, additional consultancy support for school transport and other projects in Education and Skills.
NEIGHBOURHOODS	0.131	The costs relate to the ongoing work on the Waste Strategy Review. Around half of the £131k relates to consultancy costs for the Adult Education service (now transferred to Education and Skills) for the Service Improvement Plan (following the Ofstead Report)
INCLUSIVE GROWTH	4.009	£2.583m Professional Engineering support to work on Transportation Projects - Covering vacancies and providing additional capacity when required. Fully recharged to projects. £0.434m Snow Hill Growth Strategy - Network Rail specialist consultancy support required (LGF funded) £0.444m Clean Air Zone specialist consultancy support (grant funded) £0.118m Langley Urban Masterplan - specialist planning support not available in-house Various projects with consultancy support <£100k
HUMAN RESOURCES DIRECTORATE	0.032	Costs relate to use of external consultants (tend to be one man bands) to investigate grievances etc. in schools and product report or mediation.
DIGITAL & CUSTOMER SERVICES	2.436	Costs relate mainly to the Provision of Contract Skills Training for ERP, the insourcing and partial termination for convenience of the Capita ICT services contract. Figures shown relates to gross value, this is netted off by funding shown on separate income code.
FINANCE & GOVERNANCE	1.773	Costs relate to consultancy fee for PWC work on Procurement, CIPFA improvement work, ERP implementation consultancy cost, and VAT Advice on Financial Planning
PARTNERSHIPS,INSIGHT	0.049	Costs relate mainly to the Improvement Panel consultancy fee
CONTINGENCIES	0.053	Miscellaneous
TOTAL BCC ONLY	19.209	

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR ADRIAN DELANEY**

D2 Christmas Market

Question:

For each of the last 6 years, how much in subsidy has the Council paid for the staging of the Christmas Market?

Answer:

**6 Years
German/Christmas
Market Net
Expenditure (costs
less income)**

Year	Net Expenditure
	£000s
2018/19	(8)
2017/18	268
2016/17	156
2015/16	(19)
2014/15	4
2013/14	(8)

**WRITTEN QUESTION TO CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR JON HUNT**

D3 Source of additional budget for Perry Barr Bus Depot relocation

Question:

How will the extra £13 million required for the relocation of the Perry Barr Bus Depot be funded?

Answer:

Work is currently underway to ensure that the Athletes' Village is delivered to the required specification on time and within available resources. Final proposals will form a part of the forthcoming revised Full Business Case for the project.

Consideration of the funding of individual elements is not possible without considering the revised Full Business Case for the entire site.

The planned date for Cabinet to consider the revised Full Business Case is 11th February 2020.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR ADRIAN DELANEY**

E1 Twixmas Sickness levels

Question:

How many staff in the refuse service were on sick leave on Monday 30th and Tuesday 31st December 2019?

Answer:

A total of 40 staff from the Refuse Collection Service were on sick leave on Monday 30th and Tuesday 31st December.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR EDDIE FREEMAN**

E2 Twixmas Refuse Collections

Question:

How many wagons were unable to complete rounds on 30 and 31 December 2019 due to staff absence?

Answer:

Across all depots and both waste streams the following amount of wagons were unable to complete their rounds, due to staff absence.

- 30 December = 8 Wagons
- 31 December = 9 Wagons

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR DAVID PEARS**

E3 Twixmas Catch-up Refuse Collections

Question:

The Council announced that additional waste collections would be carried out on the Friday to sweep up missed collections, given all staff are now working a 5 day week, where did the additional capacity for this come from and what was the cost?

Answer:

Due to the amount of staff requests for leave on the Friday, it was decided to grant the leave and not collect. Staff who chose not to take leave were diverted to pick up missed collections and any black bags left on the street as part of their normal working hours. There was therefore no additional cost.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR DAVID BARRIE**

E4 Twixmas Missed Collections

Question:

For each of the last 6 years, how many reports of missed collections were there in the last two weeks of December each year?

Answer:

Below are the number of reported missed collections received by year for the last two weeks in December.

	Week	
	51	52
2014	1068	361
2015	455	454
2016	1126	627
2017	5358	2310
2018	1642	1217
2019	737	345

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR PETER FOWLER**

E5 Green Waste Discounts

Question:

How many people ordered green waste collections for 2020/21 online before the error that meant the discount was not applied was corrected?

Answer:

Between 00:01 Saturday 4 January and approximately 09:30 Monday 6 January 2020, 3803 customers had ordered garden waste subscriptions at the incorrect price.

As of the 8 January all affected customers have been contacted and had part refunds automatically processed.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR BRUCE LINES**

E6 Green Waste Discount Refunds

Question:

What is the transaction cost of issuing a refund to each resident who ordered their 20/21 green waste collections online without the correct discount being applied?

Answer:

There has been no transactional cost incurred for issuing part refunds to customers affected by the overpayment between 4 January and 09:30 on 6 January.

All refunds were processed by 8 January.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR SIMON MORRALL**

E7 Green Waste Bookings

Question:

How many green waste subscriptions for 2020/21 have been purchased so far compared to the same point in each of the previous years for which a charge has been applied?

Answer:

Below are the number of subscriptions purchased in the first 4 days of sales for each of the stated seasons:

2016	7220 Subscriptions
2017	4162 Subscriptions
2018	23 491 Subscriptions
2019	17 680 Subscriptions
2020	15 309 Subscriptions

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

E8 Cost of post-Christmas catch-up collections?

Question:

What has been the cost of post-Christmas catch-up collections following the failure to complete rounds in the week following Christmas?

Answer:

The cost of catch up collections is estimated to be in the region of £25,000. The actual cost won't be available until timesheets are processed at the end of the month.

**WRITTEN QUESTION TO CABINET MEMBER FOR STREET SCENES
AND PARKS FROM COUNCILLOR PAUL TILSLEY**

E9 No post-Christmas Waste Collections

Question:

Why were there no waste collections on Friday 27 December 2019, as it was not a Bank Holiday?

Answer:

A decision was made not to collect on the Friday due to the high volume of requests from staff to take time off.

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

E10 Food waste up-date

Question:

On Tuesday 9 January 2018 the Council agreed a motion on food waste, originally proposed by myself, committing to a “city wide programme to tackle the amount of food waste thrown away each week”.

What steps have been taken to implement this commitment?

Answer:

The motion was looked into however, the cost of implementation with, additional staff and specialised collections vehicles, made the proposal unsustainable within existing budgets.

The Government, through its 25 year plan, is looking to legislate to bring in a separate food waste collection. This is at the consultation stage and we would expect funding support would be made available to implement this positive measure.

**WRITTEN QUESTION TO CABINET MEMBER FOR STREET SCENES
AND PARKS FROM COUNCILLOR JON HUNT**

E11 Removal of fruit and vegetable peelings

Question:

Given the Council's poor record on food waste collection, why were fruit and vegetable peelings removed from the Green Waste Collection Service?

Answer:

Our collection methods and advice relating to Green Garden Waste has remained unchanged since the launch of the chargeable garden waste service in 2015. If you are aware of any contradictory messaging, please can you let us know, so that we can ensure that all messaging is consistent.

Our current advice is below.

Please use your garden waste wheelie bin or sack for:

- grass
- hedge clippings
- plants
- weeds
- leaves
- bush prunings
- tree prunings (no more than 5cm or 2 inches in diameter)

Please do not use your garden waste wheelie bin or sack for:

- stones
- soil
- bricks
- rubble
- Japanese Knotweed
- plastics
- metals
- chemicals
- treated wood
- used tea bags
- cooked meat
- vegetables
- fruit
- pet bedding
- faeces

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

E12 Apologies and explanations for missed collections

Question:

Following the missed collections on Wednesday 27 December 2019, could Councillor John O'Shea apologise to those residents that were affected and explain what went wrong?

Answer:

There were no planned collections for the 25th – 27th December. However, any missed collection is unacceptable and I will continue to work with the service to ensure we have regular collections with no properties missed.

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

F1 Perry Barr A34 Bus Journey Times

Question:

What is the cabinet member's understanding of the impact of the Perry Barr A34 Highways Project on bus journey times down the A34 corridor over the next two years?

Answer:

The highway construction works programme is expected to be around 2 years' duration, however every effort will be made to deliver the highway changes in the shortest time possible.

The delivery of the changes to the highway will result in a period of disruption to users. It is difficult at this stage to determine the impact of the construction works on bus journey times. Officers from the City Council are working with Transport for West Midlands, National Express and other contractors to keep the level of disruption to bus services to a minimum. The following mitigation measures are proposed:

- Co-ordination of all construction projects in the local area to ensure potential conflicts are managed.
- A phased construction approach to optimise the available road space available at key times to help keep traffic and bus services moving.
- Compliance with the Council's Traffic Management Protocol process will be in place to manage approvals for the contractor's temporary traffic management proposals.

The implementation of a Travel Demand Management Strategy to manage the level of demand and promote alternative modes and times of travel.

WRITTEN QUESTION TO CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR NEIL EUSTACE

F2 Doubling Tree Cover initiative for Birmingham

Question:

A number of Councils have committed to doubling tree cover as part of the response to climate change. Will he support a similar initiative for Birmingham?

Answer:

The Climate Change Taskforce is creating an action plan setting out how Birmingham could become carbon neutral by 2030 – trees and other green infrastructure are an important part of this action plan.

The city currently has an average canopy cover of 18.6% which equates to 49km² of our city area, this is already above the England average of 15% and the best performing amongst the major cities in the UK. However, the existing canopy coverage is not spread evenly throughout the city with some wards having in excess of 30% whilst others as little as 9%. It is in these low canopy coverage areas that action is needed most.

I believe we need to have a higher aspiration and therefore I have asked our Principal Arboricultural Officer to draft out how we may, in the longer term, achieve a minimum 25% cover in every ward of the city.

However, changing the landscape of Birmingham will require education and engaging our citizens with their trees if we are to successfully promote importance and value to society. Over the last 13 years the city has partnered with organisations such as Birmingham Trees for Life (BTFL), Trees for Cities and The Woodland Trust and worked with communities to plant trees in parks and other open spaces; 90,000 new trees have been planted and thousands of citizens engaged through these partnerships over that time. These partnerships will be increasingly important if we are to deliver on this aspiration.

As Councillors you are uniquely placed to encourage our citizens to play their part in increasing our canopy cover through planting a tree in their own garden or retaining existing healthy trees.

By working together, I am sure we can achieve a city that is resilient, biodiverse and fit to meet the challenges that the future may bring.

**WRITTEN QUESTION TO THE CHAIR OF RESOURCES OVERVIEW AND
SCRUTINY COMMITTEE FROM COUNCILLOR EWAN MACKEY**

G Athletes Village Emergency Report

Question:

Were you consulted as Chair of Scrutiny before the publication of the ‘Emergency Executive Report’ on 31 December authorising a £15.5m funding agreement for the relocation of the National Express depot to make way for the Athletes Village?

Answer:

No

Birmingham City Council

City Council

04 February 2020



Subject: Scrutiny Business Report
Report of: Chairs of the Overview & Scrutiny Committees
Report author: Emma Williamson, Head of Scrutiny Services

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

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

1 Executive Summary

- 1.1 On 10 September 2019, Full Council accepted the recommendations of the Coordinating O&S Committee review in respect of changes to the Full Council agenda.
- 1.2 Recommendation 4 of the review requested that Scrutiny provide an update to Full Council on its work via the provision of a *Scrutiny Business Report* ('SBR').
- 1.3 SBRs will be provided to Full Council three times per municipal year and will include a summary of key issues raised at Scrutiny, as well as commentary on how Scrutiny is supporting the delivery of the Council's priorities.

2 Recommendations

- 2.1 That the report be noted.

3 A Framework for Scrutiny

- 3.1 As the first report of its kind from Scrutiny, the intention here is to set a baseline for future reports. The initial thing to consider therefore, is the role and purpose of Scrutiny and plans to develop this over coming months.
- 3.2 The broad role is set out in the Constitution, as are the four key principles on how good Overview and Scrutiny adds value to Councils:
 - Provides "critical friend" challenge to executive policy-makers and decision-makers;
 - Enables the voice and concerns of the public and its communities to be heard;

- Is carried out by ‘independent minded members’ who lead and own the scrutiny process;
- Drives improvement in public services.

- 3.3 This, along with the Council’s scrutiny arrangements, was reviewed in 2017/18 to ensure that Scrutiny is an effective partner in the council’s governance and is successful in providing constructive challenge and helping to drive improvement across the council and its services. Following the endorsement of the recommendations at City Council in March 2018, substantial changes were made to Scrutiny Committee structures and remits.
- 3.4 It has been over a year and a half of operating under the new arrangements resulting from the 2018 review. In that time, the Birmingham Independent Improvement Panel have produced its final assessment and the City Council has set out their priorities for improvement. In May 2019, the government published the statutory guidance for scrutiny, following the Communities and Local Government Select Committee inquiry into overview and scrutiny in 2017. And in September 2019, the LGA conducted a peer review of scrutiny and committee services here in Birmingham.
- 3.5 Taking these things together, Scrutiny Chairs have therefore agreed to take forward a second review. This review will have two main outcomes: firstly, the development and implementation of a Scrutiny Strategic Framework, to set out the role and purpose of scrutiny, to build understanding across the wider council of how scrutiny can benefit the Council and to set out consistent standards by which this could be achieved. This framework will be a co-production between the Executive and Scrutiny and will have cross-party involvement; such an approach would signal the extent to which a strong cultural commitment to scrutiny is owned by the council’s leadership.
- 3.6 Following this, the review will also look again at structures and remits, and whether these need amending to best support the new framework, and to address matters such as low attendance at some committee meetings. It will also re-examine the criteria and process for call-in, to assist committees and the Executive in ensuring these are meaningful and contribute to improvement.

4 Some Key Themes

Policy Development

- 4.1 Reflecting on the past year, there are a number of themes that will inform the new framework. Most notably, a key concern of members, reflected in both the Statutory Guidance and Co-ordinating O&S Committee’s report to Council in September 2019¹, is that Scrutiny should have more opportunity to support the Executive in policy development. O&S Committees often get the chance to comment on draft policies (for example, the Sustainability and Transport O&S Committee considered the draft **Walking and Cycling Strategy** and was consulted on the Local Cycling and Walking Infrastructure Plan in recent months). However, the process of policy

¹ Scrutiny inquiry: Full Council Meeting (Co-ordinating O&S Committee, 10 September 2019)

making in the council needs to better involve Scrutiny as a matter of course. This includes incorporating Scrutiny recommendations as appropriate – one area where this failed to happen came to light last year, when the Resources O&S Committee considered a call-in on the extension of the waste disposal contract which had been considerably delayed, despite an earlier Scrutiny Review setting out a timetable and possible options.

- 4.2 Such policy work need not focus exclusively on the work of the City Council; whilst legislation gives some powers to require defined partner organisations to have regard to recommendations and to share information, scrutiny can look at any matters which affect the authority's area or the inhabitants of that area. Scrutiny has the ability to investigate and amplify issues that could lead to the Council pushing for change nationally, through contact with local MPs or other government connections.

Holding to Account

- 4.3 Another of Scrutiny's key roles is to "hold to account" – Cabinet Members have attended 35 scrutiny meetings so far this municipal year, answering questions on their priorities and progress in achieving them. Scrutiny also considered wider accountability, for example the **Children's Trust** presented its annual report in October to the Education & Children's Social Care O&S Committee. As the statutory Crime and Disorder Committee, the Housing and Neighbourhoods O&S Committee received the **Annual Report of the Birmingham Community Safety Partnership** at its September meeting.
- 4.4 Strengthening and clarifying committee remits will reinforce this role, as will setting clear expectations through Scrutiny Committee work programmes.
- 4.5 Call-in is a key tool in holding the Executive to account. Five requests for call-in have been made this municipal year, with two of those decisions referred back to Cabinet:
- Disposal of Surplus Properties (Resources, June 2019) – decision called in in respect of the Brindley Drive Car Park because of deficiencies in the report presented to Cabinet, notably the equalities impact assessment and a lack of pertinent information. The Cabinet re-confirmed the decision;
 - Clean Air Zone: Charging Order and Indicative Allocation of Net Proceeds (Sustainability and Transport, July 2019) – decision not called in;
 - Procurement Strategy to Support the Fleet Replacement Strategy for Waste Management Service (Resources, July 2019) – decision not called in;
 - Workplace Parking Levy: Investigation of Options for Developing and Implementing a Scheme for Birmingham (Sustainability and Transport, October 2019) – decision not called in;
 - A34 Perry Barr Highway Improvement Scheme Full Business Case (Sustainability and Transport, October 2019) – decision called in to ask the Executive to defer making the final decision until after the matter was discussed at Full Council in November. The Executive agreed to this and the decision was deferred to December's Cabinet meeting.

4.6 Collectively these call-ins and call in requests raised issues around:

- The quality of information contained in some Cabinet reports;
- The completion of Equalities Impact Assessments – which is being looked at by the Executive and a new approach is being brought forward;
- Quality of consultation carried out – this will be picked up as part of the Co-ordinating O&S Committee’s work on citizen engagement as mentioned above (5.3).

Addressing Matters of Public Concern

4.7 Scrutiny can have impact in a number of different ways, by addressing matters of public concern, or by assisting the Executive in resolving seemingly intractable issues. Examples this year include the Housing and Neighbourhoods O&S Committee’s evidence gathering sessions on the proposals for a **city centre Public Space Protection Order (PSPO)**, following a request from the Cabinet Member. Evidence from the Cabinet Member, council officers, West Midlands Police and partners was heard and, in light of concerns highlighted, the Committee wrote to the Cabinet Member recommending that no decision to implement the city centre PSPO be taken until meaningful engagement had taken place with key stakeholders, encouraging a co-production approach. That engagement is now progressing and a report back to Committee is scheduled for later in the year.

4.8 The Sustainability and Transport O&S Committee have had several sessions on the **A34 Perry Barr highway infrastructure** including the decision to demolish the flyover which was subject to call-in. Following a call-in in February 2019 where Members heard the concerns about changes to the road layout with the demolition of the flyover proposed, it was agreed that the Committee would receive quarterly updates on the consultation and engagement work with local residents, businesses, stakeholders, councillors, MP’s and others to ensure that all parties were able to present their views and learn about the exact changes planned. The key issues raised in these sessions included understanding the impact of congestion (especially on the reliability of buses as the road space becomes confined and the additional time for journeys) and the impact on business for retailers.

4.9 The Economy & Skills O&S Committee looked at the **Smithfield Masterplan** following a petition referred to the Economy & Skills O&S Committee by Council Business Management Committee. The main areas of consideration were partnership working and engagement with stakeholders in relation to the Smithfield development and future proposals in relation to this area.

4.10 Each of these items were referred to Scrutiny either via the Executive or by petition; overall Scrutiny needs to consider how it can get better at facilitating citizen influence to inform work programmes.

In-depth Inquiries

4.11 Fewer in-depth inquiries have been undertaken in recent years, as scrutiny work has become more committee focused. This will be addressed as part of the review of Scrutiny; in particular looking at the greater use of task and finish groups, where

members can investigate topics in greater detail, freed from the constraints of formal meetings (though always reporting in public) and able to bring in expert witnesses from outside the council as required.

- 4.12 One that was completed this year was the Health and Social Care O&S Committee's inquiry into the issue of **period poverty** in Birmingham (following a Full Council resolution in December 2018). The Committee carried out evidence gathering during June and July 2019 and presented the 'Tackling Period Poverty and Raising Awareness' report with recommendations to Council in November 2019. The report emphasised the impact and prevalence of period poverty, environmental issues, cultural and social attitudes towards menstruation and local interventions happening in Birmingham both in providing targeted access to free sanitary products and in raising awareness and education around menstruation. It also welcomed national interventions which were introduced in terms of education, tackling stigma and providing access to free sanitary products in schools, hospitals and to women in police custody and the setting up of the national Period Poverty Taskforce by government.

Financial Monitoring

- 4.13 The Resources O&S Committee have scrutinised the monthly revenue and capital budget monitoring reports at each of its meetings with the Cabinet Member and Acting Chief Finance Officer or Assistant Director in attendance. After some feedback from the Committee, these monthly reports have been adjusted to present the information in a consistent and comprehensible manner across both the monthly and the quarterly reports, and the Chair and Committee have thanked officers for their work on this.
- 4.14 Since September 2019, a new approach has been taken with a summary note prepared for each meeting and more in-depth scrutiny of the main issues within directorates undertaken, with relevant Cabinet Members and senior officers invited to attend. This year the Cabinet Members for Children's Wellbeing, Street Scene and Parks, and Homes and Neighbourhoods have attended to report on matters relating to (amongst other things) Travel Assist, temporary accommodation and street scene.
- 4.15 The main findings arising from this more in-depth scrutiny are:
- The need for robust mitigation plans to deal with overspends/non-delivery of savings;
 - One-off mitigations/use of contingencies can mask on-going issues;
 - Re-basing of budgets is needed in some areas where it is clear that without additional money there will be continuing problems.
- 4.16 Where significant overspends or potential overspends are identified by the Resources O&S Committee, the data has been referred to the relevant O&S Committee to look at the service issues that are driving these overspends and how they are being resolved.

5 Current and Future Work

- 5.1 A range of topics are currently under consideration in Scrutiny, and these are set out below.

Responding to Persistent Complaints to the Council

- 5.2 The focus of the Co-ordinating O&S Committee this municipal year has been to examine what happens when residents or councillors contact the Council to request a service or report a failure of service. By looking at both the contact centre and service areas, members are getting a view of the “end to end process” to identify how the Council can tackle areas of persistent failure and ensure the council is customer-focused in its response. The Committee has focused on three areas where there are high volumes of contacts – waste, housing and highways – to explore in detail the root causes of problems and identify areas for improvement.
- 5.3 As part of this inquiry, the Committee is also considering a protocol for members’ queries (as requested by a Council motion in July 2019); and will also look at how the council engages with citizens.
- 5.4 The inquiry aims to finish evidence gathering in February and submit a report in the spring.

Home to School Transport

- 5.5 The Education & Children's Social Care O&S Committee is focusing on Special Educational Needs and safeguarding. Following concerns raised in committee, including as part of call-in requests last year, the committee is conducting an inquiry to answer the key question ‘What are the impacts of the **Home to School Transport** application process, and its subsequent outcomes, on the parents/carers and child’s capacity to access their education and how does that fit with the aspiration for Birmingham to become a child friendly city. The first evidence gathering session was on 22nd January 2020 and the Committee will report in the Spring.

Climate Emergency

- 5.6 The Sustainability and Transport O&S Committee held a session on the Climate Change Emergency in December, following the council motion in June 2019. This was an initial session to understand Directorates’ key policies, plans and future proposals. This will be followed by a member briefing ahead of the Executive’s interim report to Full Council in February, which will include consideration of the engagement plan.
- 5.7 In addition, the Health and Social Care O&S Committee has tracked the remaining recommendations from the ***Impact of Poor Air Quality on Health*** report which went to Full Council in September 2017. This included issues around provision for enhanced air quality monitoring across the city and incorporating the planting of trees with provision for appropriate maintenance after planting into planning for new developments. Following on from this session, a briefing for the Chairs of both the Sustainability & Transport and Health & Social Care O&S Committees has been arranged to update the Chairs about current initiatives happening or planned and to

decide how best to incorporate these into the work programme of the most appropriate committee, with a view to maintaining a scrutiny focus on tackling air pollution and improving air quality across the city.

Adult Social Care

- 5.8 One key priority of the Birmingham Solihull Sustainability and Transformation Plan strategy is the Ageing Well Portfolio which has a focus on ageing well and improving health and care services for older people. The Birmingham Older People's Programme is taking the lead on the Ageing Well Portfolio. One major area of work under the Birmingham Older People's Programme is the **Early Intervention Workstream**. This programme is essentially a redesign of health and social care intermediate care services in the city to deliver a single integrated model of care which delivers better outcomes for citizens who need support and also delivers financial efficiency for the system. The members of the Health and Social Care O&S Committee will be updated on progress with the delivery of the new early intervention model and the initial results being achieved by the Early Intervention Programme in early 2020.
- 5.9 The Health and Social Care O&S Committee has also been focusing on the review of the **In-house Enablement Service**, following a Cabinet Report on the Enablement Service on 22nd May 2019 which contained a recommendation that such a review should be led by the O&S Committee and/or an independent party.
- 5.10 The focus of the review is on exploring viable options for the future in-house Enablement Service within the context of the new multi-disciplinary partnership Early Intervention service working across the health and care system currently being piloted by the Birmingham Older People's Programme. The planned outcome is a report to the Cabinet Member for Health & Social Care setting out possible scenarios for the future of the in-house service with a focus on how it can work in a complementary way with the Early Intervention service as part of an integrated care model, with a view to informing the Cabinet Member prior to upcoming decisions to be made about the in-house service.
- 5.11 Furthermore, noting that one of the four goals of Scrutiny is giving a voice to residents and service users, the Chair of the Health and Social Care O&S Committee is looking to develop a systematic means of **engaging the public and service users** in their views of adult social care services. This approach could potentially then be used in other areas of scrutiny.

Infant Mortality

- 5.12 The Health and Social Care O&S Committee work programme identifies issues to be investigated in the future, including the alarmingly high levels of infant mortality in Birmingham.

Community Engagement

- 5.13 The Commonwealth Games, Culture & Physical Activity O&S Committee is undertaking a piece of work to look at community engagement in the CWG.

Fly-tipping

- 5.14 Following increasing concerns from members, the Housing and Neighbourhoods O&S Committee has agreed to set up a working group to look at how we tackle the persistent problem of **fly-tipping** in some parts of the city. A terms of reference is currently being agreed for this work but will include consideration of how the Council responds to fly-tipping and how we can better encourage citizens to be part of the solution. It will also consider how rubbish from flats above shops is collected and what impact that has on fly-tipping.

6 Next Steps

- 6.1 Taking forward the work on a Scrutiny Framework, as set out in section 3, a workshop with Cabinet Members, Scrutiny Chairs and senior officers is scheduled for February, and a cross-party workshop is also being scheduled.
- 6.2 The next Scrutiny Business Report is scheduled for July 2020.

Birmingham City Council

City Council

04 February 2020



Subject: West Midlands Fire and Rescue Authority
Report of: Cllr Zafar Iqbal, Lead Member

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

1 Introduction

- 1.1 At the September meeting of the Fire Authority, Wolverhampton Councillor Greg Brackenridge, a former firefighter, was elected Chair of the Fire Authority with myself being elected as Vice-Chair.

2 Recommendation

- 2.1 That the report be noted.

3 Budget and finances

- 3.1 The West Midlands Fire and Rescue Service (WMFS) continues to face severe pressures on funding. In the last ten years it has suffered cuts of nearly £40 million. This means that there is a continuing effect on the service that it is providing.
- 3.2 It is currently facing a difficult three-million-pound deficit which must be managed, and dwindling reserves to call upon in an emergency. Changes have been made in how the Service operates, making sure that frontline services are maintained.
- 3.3 But clearly something has to give. This means taking decisions about the number of fire appliances available to deal with incidents and prioritising areas of work. The prevention work is an area that has been affected by the cuts. Much of this work focuses on reducing people's vulnerability to the type of emergencies to which the fire services often respond to, but it will be impossible to maintain the level of this work. Safe and Well visits and home fire safety checks are part of the educational work carried out by the service but with the number of firefighters cut by a fifth since 2010 it is no wonder that decisions have been taken for some of this crucial preventative and advice work to have been cut back.

- 3.4 The precept paid by West Midlands Council taxpayers is still the lowest charge in England. Band D council taxpayers are paying just over sixty pounds a year for the safety and assurance provided.
- 3.5 The Service remains committed to its risk-based attendance time of five minutes and are currently managing four minutes and forty-one seconds. It is a credit to the organisation and to the commitment of the workforce that the WMFS is the only fire and rescue service to date to be rated as outstanding by Her Majesty's Inspectorate for the response element of our service.
- 3.6 This is a massive achievement in such challenging financial times but it becomes harder with each year and each budget reduction to maintain such standards. The Service has worked to be as 'lean and efficient' as it can be given its position but is clearly reaching a point where frontline services will be affected with further budget reductions. There is an urgent need for the government to invest in the fire and rescue service and recruit more firefighters and we must continue, across all parties, to pro-actively lobby for the service to be properly funded and resourced.

4 Transfer of Governance

- 4.1 You will all be aware that there were proposals to transfer the governance of the Service to the Mayoral West Midlands Combined Authority. This was withdrawn after the proposal failed to get the unanimous support of the seven local district councils. This was because amendments were made to the Draft Parliamentary Order that had not been agreed by the constituent Councils regarding assurances that the operational independence of the role of the Chief Fire Officer would be provided for in the statutory Order. As a result, the Fire Authority was reformed and remains in place as the supervisory body for the Service.

5 Cultural Review

- 5.1 Last September saw the conclusion of an independent root and branch cultural review of the Service. Broadly speaking, the purpose of the review was to assess the culture and relationships within the service and the impact they have on its successful operation, along with the health and wellbeing of employees within the existing culture.
- 5.2 The review found areas of good practice but also identified that there was a need to support and improve effective and functional relations between all parties in the future.
- 5.3 The implementation of the recommendations of the review are subject to planning, scrutiny and review to make sure that all of the potential benefits are realised. I have been assured that implementation will continue to be a focus for the Authority and the Service as they look to build upon and address the findings of the report and this will be closely followed by representatives on the authority via their respective committees.

6 Observer Status for the Trade Unions

- 6.1 The Authority has recently agreed that four observer positions on the Fire Authority be available for the recognised unions, the Fire brigades Union, Unison, the Fire Officers Association and the Fire Leaders Association. This is a decision that not only shows commitment to the recommendations of the cultural review but will also be a major contribution to openness, transparency and communication within the organisation.

7 The Grenfell Inquiry

- 7.1 The report from Phase One of the Grenfell Inquiry was published in October last year. The fire safety protection work of WMFS includes auditing high-risk buildings, including residential high-rises, to ensure public safety whilst also providing public reassurance about the risks of fire. Following the Grenfell tragedy, action was immediately taken to identify buildings with flammable cladding. The Service worked closely with the 'responsible persons' for those buildings and supported the Government on behalf of the NFCC in the national co-ordination of the checking of high-rise premises and the cladding materials. Policies and tactics for tackling fires in residential high-rise buildings are under constant review and strengthened whenever there is opportunity.

8 Workforce Diversity

- 8.1 As we all know, the West Midlands Region is incredibly diverse part of the country. There have been concerns in the past that that diversity is not reflected in the workforce and the service has been working to ensure that the staff employed better reflect the communities across the area it serves.
- 8.2 WMFS have challenging targets for the recruitment of both women and BAME firefighters and currently are seeing huge success in relation to these targets. Since April 2018 WMFS have employed 54 trainee firefighters of which 25 (46%) are women and 15 (28%) are BAME.
- 8.3 As it serves such a diverse community, an equally diverse workforce helps to engage with people more effectively and is a huge advantage when working with the community on preventative work.
- 8.4 The commitment to workforce diversity has recently been recognised with the Service winning the Workplace Diversity category in the Guardian newspaper's Public Service Awards for 2019.

9 Further Information

- 9.1 The West Midlands Fire Service plan sets out their priorities and objectives in 'Our Plan'. It's a rolling, three-year document which covers things like reducing serious traffic accidents, helping people have safer, healthier lives and making sure emergencies are tackled effectively and safely.

<https://www.wmfs.net/our-plan/>

9.2 Agendas and reports considered by the West Midlands Fire and Rescue Authority can be found here:

<https://wmfs.cmis.uk.com/cmis5/Committees/WMFRA2014-onwards/ActiveCommittees.aspx>

Birmingham City Council

City Council

04 February 2020



Subject: Climate Emergency Interim Report

Report of: Cabinet Member for Transport and Environment

Report author: Ian MacLeod, Interim Director, Inclusive Growth

Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential :		

1 Introduction

- 1.1 On 11 June 2019, following a [cross-party motion](#), a climate emergency was declared at Full Council and the target was set for the Council and city to be carbon neutral¹ by 2030, or as soon as possible thereafter as a 'just transition' permits.
- 1.2 This emphasises the need to ensure the transition to a net zero carbon and resilient economy has a strong social dimension, bringing the city's communities with us and mitigating potential negative socio-economic impacts. This is the Council's and city's 'route to zero' (R20).
- 1.3 The Council is committed to taking a leading role to tackle the climate crisis. Meeting this challenge and achieving the 2030 ambition will require widespread support and transformative action both locally and nationally.
- 1.4 We want everyone in the city to be empowered to respond to the climate emergency to ensure that Birmingham is a place in which all of our residents can lead healthy, sustainable, safe, and fulfilling lives.

¹It's difficult to stop all carbon emitting activities. Achieving 'net zero carbon' (or being 'carbon neutral') aims to 'balance' emissions by cutting them where we can, and introducing measures to prevent emissions we cannot avoid from entering the atmosphere. This is called 'offsetting' emissions.

- 1.5 The initial aspiration was made to bring a report and recommendations to Full Council in January 2020 which sets out how the city can achieve the 2030 ambition. This has been deferred until June 2020 to allow for the following:
- To establish an up to date and robust evidence base for the sources of the Council's and city's carbon emissions;
 - To understand the local impacts of the climate emergency and how the city will need to adapt;
 - To collaborate with partners and draw on regional, national and international expertise to identify, explore, test, and recommend potential carbon reduction interventions;
 - To engage with the people of Birmingham and ensure their voices are heard and can inform the development of the action plan;
 - To develop an in-depth understanding of the socio-economic impact of potential interventions; and,
 - To allow for further engagement and testing of potential interventions with citizens.
- 1.6 This interim report is therefore intended as a Council update on the progress made since the climate emergency declaration ahead of the full report in June. This will be a collaborative and shared report which sets out a collective approach for how the city as a whole can tackle the climate crisis and work towards the 2030 target.
- 1.7 This update focusses on the work to date of the R20 Taskforce, the Council's service area reviews, and external consultancy support. These are key strands that are informing the development of the June report.

2 Recommendation

- 2.1 That Council notes the progress made so far against the commitments in the June 2019 Full Council motion and notes that a full report on the R20 recommendations will be considered at Full Council in June 2020.

3 Background

- 3.1 The climate is the long term pattern of day-to-day weather. Our food and water supplies depend on stable seasonal patterns of temperature, rain, and wind in the UK and elsewhere. In the last 100 years the earth's average temperature

has increased faster than previously seen – this is known as global warming or global heating.

- 3.2 Evidence shows that human activity and our use of fuels like petrol, diesel, gas, and coal is highly likely to be the main cause of global warming. When these fuels are burned they release greenhouse gases which trap heat in the earth's atmosphere, causing the air and seas to heat up which changes the climate – these are also known as carbon emissions. Current levels of greenhouse gases are higher than they have been over the last 800,000 years and they are rising rapidly.
- 3.3 The climate emergency is a real and significant threat that requires us to change the way we invest in, grow, and sustain our cities and regions.
- 3.4 The United Nations (UN) released a [report](#) in October 2018 on the impacts of global warming of 1.5 °C above pre-industrial levels. Global warming is highly likely to reach 1.5 °C between 2030 and 2052 if it continues to increase at the current rate.
- 3.5 An increase of 1.5 °C will significantly worsen the risks of drought, floods, extreme heat, and climate-related poverty for hundreds of millions of people across the world. Sea level rise, biodiversity impacts, and loss of agricultural productivity are also expected.
- 3.6 The UN report warned that we may have just twelve years left from 2018 (the date of publication) to limit a climate crisis. The environment, economy, and our communities will be severely affected without significant changes to the way we live, work, and move around.
- 3.7 In Birmingham we are already seeing direct negative impacts climate change is having on people and places. For example, extreme weather is affecting our health and wellbeing, which animals and plants can survive, and what food can be grown.
- 3.8 This means that urgent and unprecedented action is needed world-wide and in Birmingham to slow down human-caused global warming and restore the stability of the climate, enabling eco-systems and existing and future generations to survive and thrive.
- 3.9 The Council recognises that change on a significant scale is needed if the city is to reduce its carbon emissions at the required rate and scale. The Council is committed to taking a leading role, playing its part, and working with individuals,

communities, businesses, partners, and others across the city and region to act now on the causes and impacts of climate change.

3.10 This commitment was cemented by the declaration of a climate emergency at Full Council on 11 June 2019. The ambition was then set for the Council and city to become carbon neutral by 2030, or as soon as possible thereafter as a 'just transition' permits.

3.11 On 25 June 2019 Cabinet agreed to add a new priority to the [Council Plan](#) which states that Birmingham will be a city that takes a leading role in tackling climate change. This commitment will embed climate action in the Council's decision-making process to make sure that all service areas contribute to the R20 journey.

3.12 Responding to the climate emergency presents us with an opportunity for positive change for the city. Bold climate action and delivering cleaner and more sustainable growth by transitioning to a low carbon economy is widely acknowledged to bring about major economic, social, and health benefits.

4 Local, national and global context

4.1 Momentum to respond to the climate emergency is building across the world. In the UK over 60% of local authorities as well as the UK parliament have declared a climate emergency.

4.2 Different areas and institutions have set different targets for reducing their carbon emissions. Birmingham's target for becoming carbon neutral is 2030 while the target for the region (as set by the West Midlands Combined Authority) is 2041. The target for the country as a whole (as set by UK parliament) is 2050.

4.3 We know that urgent action is needed to reduce global carbon emissions by 45% by 2030 to prevent global warming exceeding 1.5 °C. Therefore, what matters most, irrespective of specific targets, is the rate of reduction to reduce carbon emissions as quickly as possible.

4.4 The Council takes its environmental responsibilities seriously and its work to ensure Birmingham is a great, clean and green city to live in was ongoing prior to the June 2019 declaration of a climate emergency.

4.5 In 2013 the Council set a previous target to reduce carbon emissions in the city by 60% by 2027. The most up to date [national data](#) (from 2017) shows that

good progress is being made against this target and Birmingham's direct carbon emissions have decreased by 38.6% against 1990 levels.

4.6 This data shows that the total carbon emissions for Birmingham in 2017 were 4.222m tonnes, where:

- 34.4% were from domestic
- 33.8% were from industry and commercial sectors
- 31.8% were from transport

5 Full Council motion – further commitments

5.1 A number of commitments were included in the June 2019 Full Council motion (in addition to declaring a climate emergency and setting the 2030 net zero ambition).

5.2 These commitments include:

- Constituting a climate emergency taskforce.
- Reviewing transport, housing, waste, and energy investment plans and policies to ensure they are fit to support a transition to a zero-carbon future.
- Establishing a process of engagement and collaborative action that enables the development of a carbon reduction action plan, ensuring we develop approaches that are in line with regional work.
- Working with the West Midlands Combined Authority (WMCA) and seek from the UK Government the powers and resources to help Birmingham deliver the 2030 net zero carbon ambition for a just transition.

5.3 Progress made against these commitments is outlined in the sections below.

6 Constitution of a climate emergency taskforce

6.1 The R20 Taskforce was set up in autumn 2019 to support the Council move from declaration to delivery – drawing in cross-party and cross-sector expertise, capacity, and capability to ensure we can capture the investment and economic opportunities arising from a low carbon future.

6.2 The Taskforce brings together Members and officers from the Council and representatives from the WMCA, NHS, higher education, business, faith communities, the third sector, youth climate strikers, climate campaigners, and other key stakeholders (see appendix 1 for the R20 Terms of Reference and membership list).

- 6.3 The Taskforce is working together to provide a voice for the city and inform the development of an action plan for how Birmingham can tackle climate change and reduce its carbon emissions to become net zero carbon by 2030.
- 6.4 The first Taskforce was held on 17 October 2019 and the meeting focussed on agreeing the group's role in relation to the wider R20 work and setting out the broad approach and timeline. Members committed to a way of working that is both inclusive and collaborative to help drive system change.
- 6.5 Between December 2019 and February 2020 workshops are being held with the Taskforce and other partners to explore potential carbon reduction interventions for consideration for the action plan. Areas of focus for these discussions include, for example, housing, education, employment, skills, and transport.
- 6.6 Key lines of enquiry have been drafted in collaboration with Taskforce members (appendix 2) and will be explored throughout the duration of this work to help shape discussions, direct effort, and inform the development of the recommendations. The key lines of enquiry are working drafts and will continue to evolve as this agenda progresses.
- 6.7 Outside of formal Taskforce sessions, Taskforce members continue to drive this agenda across the city and wider region. For example, through developing their own sustainability and environmental frameworks and strategies and carrying out programmes of community engagement.

7 Baseline report, scenario modelling, and impact and viability assessments

- 7.1 In the July 2019 Cabinet report, the need for external consultancy support was identified to support the R20 work to ensure our baseline and methodology is comparable with other core cities and is transferable and translatable to other authorities in the region.
- 7.2 Detailed scoping work was carried out and a technical study has been commissioned. The contract was awarded to Anthesis in January 2020 and the study is being undertaken between January and March 2020.
- 7.3 This work will establish a robust and coherent evidence-base for the city's levels and sources of carbon emissions on which to substantiate recommendations for potential carbon reduction interventions. It will also

identify, explore, and test potential carbon reduction interventions and seek to understand the relative socio-economic impacts and the viability of these potential interventions.

- 7.4 This study will happen in parallel with the work of the Taskforce, internal service area reviews, and public engagement.
- 7.5 The findings from the study will inform the proposed approach for reducing the city's carbon emissions and will be used for further explorative work with communities.

8 Internal service area reviews

- 8.1 A further commitment in the climate emergency motion was to review investment plans and policies across key service areas to ensure they are fit to support a transition to a zero-carbon future.
- 8.2 Six operational work streams have been established for transport, housing, waste, energy, green and blue infrastructure, and developing the green economy. The aims of the service area reviews is to:
 - Review current policy and initiatives in terms of moving towards sustainable solutions (including focussing on what initiatives, resources, assets, etc. we currently have and how we can employ these in the short term for maximum impact); and,
 - Explore how we build on this in the longer term to move towards net zero carbon for 2030 (including exploring what this means for investment, regulation, policy, practice, and legislation and considering what can be done at local, regional, and national level).
- 8.3 The Council will also undertake a review of planning policy and a separate report will be provided in relation to the parameters for any future planning policy changes. This work will include reviewing other local authorities' sustainability policies to ensure we set ambitious standards in Birmingham.
- 8.4 Part of the role of the leads of the operational work streams is to act as a link with external bodies to ensure we can identify and maximise opportunities for collaboration. Each work stream is being led by a senior officer from the respective service area with oversight from Ian MacLeod (Interim Director, Inclusive Growth).

- 8.5 These themes are being used to frame action planning workshops with the Taskforce, ensuring these discussions are underpinned by the requirement for whole system change and enabling us to fully explore and harness regional and national opportunities.
- 8.6 This work will happen in parallel to the consultancy work and will help to improve coordination across the Council, enabling us to build an informed understanding and a coherent, single narrative around what's already happening to inform our approach moving forwards on the R20 journey.
- 8.7 Early findings from these service area reviews, including key challenges and opportunities, were presented to the Sustainability and Transport Overview and Scrutiny Committee on 18 December 2019 (appendix 3). More detailed reporting will be brought to the Committee in March and May 2020.

9 Communications, engagement, and collaborative action

- 9.1 A further commitment in the climate emergency motion was to establish a process of engagement and collaborative action that enables the development of the R20 action plan, ensuring we develop approaches that are in line with regional work.
- 9.2 Ensuring we engage widely with our communities, businesses, partners, and others across the city is paramount if we are to achieve the required widespread behaviour and cultural shifts across all parts of society and all areas of the city.
- 9.3 We need to work with our different communities to understand their needs and drivers and enable them to shape what they think a sustainable future should look like to bring them with us and ensure a just transition.
- 9.4 This section presents a brief overview of Council-led communications and engagement, partner-led engagement, and key opportunities for collaborative action that are being explored.

Council-led communications and engagement

- 9.5 The Council has developed a communications and engagement strategy for the R20 work. This sets out a phased and blended approach which correlates with the stages of the R20 project timeline.
- 9.6 For phases 1 and 2 (December 2019 to March 2020) we will be engaging with residents in order to:

- Gauge people's understanding of the climate emergency and the causes and impacts of climate change;
 - Increase people's awareness of climate change and encourage them to recognise that tackling climate change is a shared responsibility;
 - Encourage individual behaviour change; and,
 - Provide people with the opportunity to put forward suggestions for how the city can respond to the climate emergency.
- 9.7 Upon completion of the report in June 2020, phase 3 will begin to provide a broader and more intensive form of engagement aligned with the recommendations and action plan.
- 9.8 Communications and engagement activity includes:
- 'Two-way' communication via social media
 - An online [Climate Emergency Citizen Survey](#) hosted on the 'Be Heard' website
 - Focus groups with a variety of socio-economic groups, including those who may be harder to engage
 - Climate change community champions
 - Utilising internal communication channels
- 9.9 As part of the R20 engagement programme we are building on the engagement activity being undertaken around the Clean Air Zone. We are also working closely with the WMCA to ensure alignment with their public engagement on their climate action green paper (launched for consultation in January 2020).
- 9.10 On 31 January 2020 a communications and engagement workshop was held with members of the Taskforce and Council and WMCA officers to explore in more detail how the strategy could be implemented – particularly focussing on engagement with the public post-publication of the June report.

Taskforce and partner-led communications and engagement

- 9.11 Taskforce members and their networks have been convening extensive programmes of engagement across the city and region and we're working with members to collate findings from these sessions to share and build on learning.
- 9.12 Places in Common is engaging with communities to support the development of a low carbon ecosystem in the city region and as part of the development of

citizen-centred and community-driven approaches to policy innovation on climate action. A report on their findings is due in early 2020.

Collaborative action

- 9.13 The leads of the operational work streams are playing a key role in acting as a link with external bodies to ensure we can identify and maximise opportunities for collaboration.
- 9.14 For example, discussions are underway to explore opportunities with the WMCA, universities in the city, and others to ensure regional strategic alignment across partners and build capacity internally. Potential opportunities currently include secondments, working with communities to create a bespoke Birmingham-specific carbon calculator, and joining up efforts around communications and engagement.
- 9.15 Plans are underway to hold a Birmingham Climate Assembly in spring/summer 2020 and more details will be released in due course.

The national picture

- 9.16 A group of Parliamentary Select Committees are holding a [national Climate Assembly](#) in Birmingham between January and March 2020. This presents a unique opportunity to boost public awareness of and engagement in the climate emergency in the city and region.

10 Developing the recommendations and action plan

- 10.1 The recommendations for how the city can reduce its carbon emissions will be informed by the work undertaken by the Taskforce, service area reviews, consultants, and others, and will draw on findings and learning from national and global good practice as well as the testing of interventions with communities.
- 10.2 It will set out practical and deliverable recommendations for mitigation and adaptation for the whole city (including individuals, communities, businesses, partners, the Council, and others) and national government to ensure we can bring about the transformational changes that are required to reduce the city's carbon emissions and ensure our communities can benefit from a low carbon future.

11 The Council's early commitments

11.1 Moving towards R20 will require a series of transitions. A number of early commitments have been made for actions the Council can begin to progress ahead of the June report.

11.2 These early commitments are set out in the table below with further detail included (where applicable) in appendix 4.

Theme	No.	Commitment	Anticipated start date and timescales
Transport	1	Undertake awareness campaigns targeting the highest polluting trips and users to encourage people to reduce their carbon footprint from transport (for example, increasing awareness of people's travel choices and promoting behavioural change)	2020-21
	2	Explore additional policy measures, such as the evaluation of transport interventions and the creation of a carbon fund	2020-21
	3	The Council to lead by example in adopting and supporting low-carbon transport practices (for example, awareness raising campaigns with staff and reducing business mileage)	2020 onwards
Green and blue infrastructure	4	Undertake a feasibility study looking at early interventions to enhance the Cole Valley Corridor, including Glebe Farm Recreation Ground	2020
	5	Improve information and data on webpages	2020
	6	Nature Recovery Network/Natural Capital Mapping to support effective mitigation and enhancement measures	2020

Theme	No.	Commitment	Anticipated start date and timescales
	7	Urban Forest Management Policy – update technical note	2020
	8	Biochar investigation to consider the capture of carbon through the pyrolytic conversion of timber	2020
	9	Support other service areas in their delivery of R20 – particularly around transport and housing	2020
	10	Deliver training/awareness sessions to other service areas on broad green and blue infrastructure, biodiversity, and sustainability topics	2020
	11	Collaborate with partners to secure funding and deliver projects that contribute to overall R20 aims (for example, a Sky Park (a green walking route on the elevated, disused section of the viaduct running through Digbeth) and improvements to the River Rea to enhance the green corridor in the city centre)	2020 onwards
Energy	12	Commence the Heat Decarbonisation Delivery Plan (developed with BEIS)	2020
	13	The Council's Energy Strategy	2020 onwards
	14	Undertake a procurement review of energy supply to Council buildings	2020-23
	15	Develop a renewable energy electric charge point network	2020-22 (initial phase)

Theme	No.	Commitment	Anticipated start date and timescales
Housing	16	Initiate a Passivhaus (zero carbon house) pilot	2020-21
	17	Deliver a zero carbon retrofit conference exploring best practice and funding models	2020
	18	Develop a database of advice and a Communications Plan for providing zero carbon retrofit information to home owners, landlords and residents	2020-21
Developing the green economy	19	Commence a governance review with stakeholders to maximise the value of and investment in the Tyseley Environmental Enterprise District and the wider area	2020
	20	Develop a clear business offer related to Tyseley Energy Park to attract SME's and capital investment into the area	2020
	21	Deliver the CAZ Heavy Duty Vehicle Fund to support SME's to purchase and/or lease new compliant vehicles/retrofit non-compliant vehicles to achieve Euro 6 compliance and improve air quality	2020-23
	22	Undertake a detailed baseline study – including a market overview and identifying challenges, gaps in provision,] and opportunities	2020
Planning	23	Review and strengthen planning conditions relating to green and blue infrastructure	2020
	24	Review, strengthen and expand design	2020

Theme	No.	Commitment	Anticipated start date and timescales
		guide information relating to green and blue infrastructure, and links to low carbon, sustainability and biodiversity, low and zero carbon energy and sustainable construction	
	25	Commence a review of the Big City Plan	2020
Procurement and Contract Management	26	Commence a Council-wide Procurement and Contract Management strategy review (for new and existing contracts) to explore alignment with R20 principles	2020-21
Governance	27	Undertake a governance review to explore embedding environmental and sustainability principles in the Council's decision making process (for example, through environmental/climate impact assessments and appraisals)	2020
HR	28	Exploring opportunities to reduce workforce carbon emissions through changes in working practices (for example, through agile working and the use of technology to reduce the need to travel)	2020-21

11.3 In January 2020 the Council released a draft Birmingham Transport Plan (BTP) (appendix 5) for public consultation.

11.4 The BTP sets out four proposed big moves:

- Reallocating road space away from cars
- Transforming the city centre
- Prioritising active travel in local neighbourhoods
- Managing travel demand through parking measures

11.5 The ambition of the BTP has been supported by the Council's declaration of a climate emergency. The plan sets out a vision for a sustainable, green, inclusive, go-anywhere transport network. Adopting the BTP in the next 12 months will mean that Birmingham will have a clear blueprint that supports sustainable transport policies and measures until 2031 and beyond.

12 Resourcing

12.1 A report was brought to Cabinet on 30 July 2019 which set out estimated costs of between £150,000 and £180,000 to procure an external consultant to prepare a baseline report and complete other associated work to prepare for the development of the action plan.

12.2 More detailed resource planning was subsequently undertaken which identified the key resource requirements for the R20 project, detailed below:

- External consultancy – to prepare a baseline report, carry out scenario modelling, and impact and viability assessments
- Communications and engagement – to undertake a comprehensive Council-led communications and engagement programme
- Programme management – to manage the various work streams and associated activity of the R20 project and Taskforce

12.3 The revised estimated cost was £191,250 (£109,250 for 2019/20 and £82,000 for 2020/21).

12.4 Invest to Improve resources were identified as a potential funding source for the £109,250 required in 2019/20 and, in line with Council process, a report was taken to the Council Leadership Team on 25 November 2019 seeking agreement. This was duly provided and subsequently formally approved under delegation by the Council S151 Officer.

12.5 The additional resource requirement of £82,000 has been built into the Council's 2020/21 budget and will be subject to formal approval in February 2020.

12.6 Council resources are being aligned alongside contributions and existing activity from partners in the city.

12.7 The action plan and supporting information will help to build a business case for investment. Working with the WMCA we will be in a strong position to seek the necessary powers and resources from the UK government to help Birmingham deliver the 2030 ambition.

13 Timescales

- December 2019 to February 2020 – Taskforce action planning workshops
- December 2019 to March 2020 – Service area reviews

- December 2019 to March 2020 – Phases 1 and 2 of public communication and engagement
- January to March 2020 – Consultancy support to prepare a baseline report, scenario modelling, and impact and viability assessments
- January to March 2020 – National Climate Assembly (held in Birmingham)
- February 2020 – Interim report to Full Council
- March 2020 – Service area review update to Sustainability and Transport Overview and Scrutiny Committee
- May 2020 – R20 update to Sustainability and Transport Overview and Scrutiny Committee
- June 2020 – R20 recommendations to Full Council
- Spring/summer 2020 – Birmingham Climate Assembly
- TBC (post June 2020) – Phase 3 public communications and engagement

Appendix 1 – Route to Zero (R20) Terms of Reference

Project information

Project Title	Route to Zero (R20)
Senior Responsible Officers	Jonathan Tew and Ian MacLeod
Directorate(s)	Partnerships, Insight and Prevention and Inclusive Growth

Purpose

The initial purpose of the Route to Zero (R20) project is to develop a recommended action plan and get it approved at Full Council in June 2020 which sets out how the city intends to respond to the climate emergency and deliver on its ambition to become net zero carbon by 2030, or as soon as possible after as a just transition permits.

Project goals

The initial stages of the project will take place from October 2019 to June 2020.

- Communities, businesses, partners, and other stakeholders will be engaged to enable them to share expertise, ideas, learning, and understanding to shape the development of the action plan.
- Key lines of enquiry will be agreed and explored to inform the development of a baseline report, action plan, and future related activity.
- Building on previous baseline work, further analysis will be done on the city's and Council's current carbon emissions; the city's and Council's predicted carbon trajectory; and, building an understanding of what needs to be done for Birmingham to meet its 2030 ambition. This work will utilise area expertise and be based on robust evidence; inform the development of the action plan; and, serve as a benchmark and provide a critical reference point for assessing change and impact.
- A carbon reduction action plan will be developed and brought to Full Council in June 2020 which will inform the Council's future budget setting. The action plan will set out practical and deliverable recommendations for mitigation and adaptation for the whole city (including individuals, communities, businesses, partners, the Council, and others) to ensure we can bring about the radical changes that are required to reduce the city's carbon emissions and meet the 2030 target. It will be informed by the work that will have been carried out by the Taskforce, service area reviews, consultants, and others.

Project Governance

The project consists of the R20 Taskforce (see Appendix A for more detail) and the R20 Project Board.

- The **R20 Taskforce** is the advisory group for the project and members will work together to provide a voice for the city and to discuss, debate, and make recommendations on Birmingham's priorities for achieving the 2030 ambition. The Taskforce is a cross-party and cross-sector group of Council Members and officers, partners, environmental campaigners, and other key stakeholders.
- The **R20 Project Board** is the executive decision making group and will provide overall direction and management of the project. The Board is made up of the Chair of the Taskforce and Council officers.

The project will be informed and supported by consultants, experts, partners, and others currently engaged in climate action in the region.

Timeline

- December 2019 to February 2020 – Taskforce action planning workshops
- December 2019 to March 2020 – Phase 1 public communications and engagement
- January to March 2020 – Consultancy support to complete the baseline, scenario modelling, and impact and viability assessments
- January to March 2020 – National Climate Assembly (held in Birmingham)
- February 2020 – Interim report to Full Council
- March 2020 – Birmingham Climate Assembly
- June 2020 – R20 recommendations to Full Council
- TBC – Phase 2 public communications and engagement

Membership

Name (and role)	Position and Organisation	R20 Project Board	R20 Taskforce
Councillor Waseem Zaffar (Chair)	Cabinet Member for Transport and Environment, Birmingham City Council	✓	✓
Councillor Sharon Thompson (Vice Chair)	Cabinet Member for Homes and Neighbourhoods, Birmingham City Council		✓
Councillor Peter Fowler	Conservative Group Member, Birmingham City Council		✓
Councillor Roger Harmer	Liberal Democrats Group Member, Birmingham City Council		✓
Councillor Julien Pritchard	Green Group Member, Birmingham City Council		✓
Jonathan Tew (Senior Responsible Officer)	Assistant Chief Executive, Partnerships, Insight and Prevention Directorate, Birmingham City Council	✓	✓
Ian MacLeod (Senior Responsible Officer)	Acting Director, Inclusive Growth Directorate, Birmingham City Council	✓	✓
Rishi Shori	Head of the Leader's Office and Cabinet Support, Finance and Governance, Birmingham City Council	✓	✓
Eleri Roberts	Assistant Director (Communications), Partnerships, Insight and Prevention Directorate, Birmingham City Council	✓	✓
Liam Byrne	MP for Hodge Hill Constituency, Birmingham		✓
Jackie Homan	Head of Environment, West Midlands Combined Authority		✓
Andrew Page	Future Mobility Lead, Transport for West Midlands		✓
Tim Pile	Chair, Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP)		✓
Carol Herity	Interim Locality Director (West Birmingham) and Head of Partnership, Birmingham and Solihull Clinical Commissioning Group (CCG), NHS		✓
Phillippa Hentsch	Head of Strategy and Analysis, University Hospitals Birmingham NHS Foundation Trust (UHB)		✓
Paul Faulkner	Chief Executive, Greater Birmingham Chambers of Commerce		✓
Lee Barron	Midlands Regional Secretary, Trades Union Congress (TUC)		✓
<i>Rotating membership:</i> Jules Todd, Simbi Folarin, Fiona Morgan, Bob Whitehead, and Brian Sheridan	Steering Group, Climate Action Network West Midlands (CANWM)		✓
Michael Addison	Chair, Greener Birmingham Coalition		✓
Chris Martin	Secretary, Footsteps		✓
Sam Hunter Jones	Lawyer, Climate Accountability, Client Earth		✓
Cheryl Hiles	Director, Energy Capital		✓
David Horsfall	Director, Tyseley Energy Park		✓
<i>Rotating membership x 2</i>	Birmingham Youth Strike 4 Climate (YS4C)		✓
Prof Martin Freer	Director, Birmingham Energy Institute, University of Birmingham		✓
Prof Patricia Thornley	Director, European Bioenergy Research Institute, Aston University		✓
Joanna Birch	Director, Innovation, Enterprise, Employability and Engagement, Birmingham City University		✓

The project will be supported by:

Name (and role)	Position and Organisation
Councillor Liz Clements (Observer)	Chair of Sustainability and Transport Overview and Scrutiny Committee, Birmingham City Council
Lisa Trickett (Advisor and Co-convenor)	Places in Common
Polly Billington (Advisor and Co-convenor)	UK 100
Rose Horsfall (Project Coordinator)	Cabinet Support Office, Finance and Governance, Birmingham City Council
Naomi Todd (Project Manager)	National Management Trainee, Partnerships, Insight and Prevention, Birmingham City Council

R20 Taskforce		
Purpose	Objectives	Deliverables
<ul style="list-style-type: none"> The R20 Taskforce is the advisory group for the project and members will work together to provide a voice for the city, harnessing the expertise and commitment of partners and stakeholders across the region It aims to provide a space for healthy cross-party and cross-sector collaboration and to be a positive forum for sharing expertise, learning, ideas, information, and good practice to support the delivery of project goals 	<ul style="list-style-type: none"> To contribute to and inform the development of the action plan by working together to discuss, debate, and make recommendations on what communities, businesses, the city (including partners, the Council, and others), and the government can do to ensure Birmingham meets its 2030 ambition To operate as its own 'community of practice' with members working together with communities across the city to build public support for the R20 ambition 	<ul style="list-style-type: none"> To advocate for the community and stakeholder engagement events (e.g. contributing information, knowledge, and ideas, attending events on behalf of the Taskforce, hosting events, etc.) To contribute knowledge, expertise, ideas, and information to support the development and delivery of the key tasks To discuss and make recommendations for the key tasks and associated activity to inform the development of the action plan To strengthen networks and identify opportunities to work together to help the city achieve its 2030 ambition
Roles and Responsibilities		
<p>All</p> <ul style="list-style-type: none"> To contribute information, specialist knowledge, expertise, ideas, and learning as required to drive forward discussions and decision-making; members are there to collaborate rather than represent the interests of their own organisation Other specific roles and responsibilities to be discussed and agreed by the Taskforce <p>Councillor Waseem Zaffar (Chair)</p> <ul style="list-style-type: none"> To provide overall leadership, direction, and ownership for the project <p>Councillor Sharon Thompson (Vice Chair)</p> <p>Councillors Peter Fowler, Roger Harmer, and Julien Pritchard</p> <ul style="list-style-type: none"> To continue their role as principle movers of the climate emergency declaration To continue to liaise with their political groups to maintain cross-party support for the action plan 		
Expectations	Protocols	
<ul style="list-style-type: none"> Members will adopt a partnership ethos that stresses inclusivity, openness, and transparency in its deliberations and which drives positive action and improvement as a result of its decisions Members will engage with and offer considered contributions to the issues under discussion Every meeting will be engaging, strategic, positive, and focussed on achieving clear outcomes Members will remain informed by participating in communications and conversations outside of meetings if/as required Members will comply with all relevant Council policies and codes of conduct, and will adhere to the Nolan Principles of Public Life If conflicts of interest occur, members will be open and honest in order to resolve any issues 	<ul style="list-style-type: none"> The Taskforce will meet for two hours every four to eight weeks Members will attend community engagement and stakeholder events and other meetings if/as agreed Agendas and papers will be circulated a week in advance of the meeting Minutes and action points showing the individual/organisation responsible will be circulated within a week of the meeting The Taskforce will report decisions and outputs to the Project Board as required Members will attend meetings and events as agreed and provide apologies in good time if necessary Members may nominate a substitute to attend in their place if they are unable to attend a meeting; substitutes should be in a position to contribute to meeting discussions and decision-making 	

R20 Project Board		
Purpose	Objectives	Deliverables
<ul style="list-style-type: none"> The R20 Project Board is the executive decision making group for the project It will provide overall leadership, direction, and ownership for the project The Board is ultimately responsible for assurance that the project remains on course to deliver the project goals 	<ul style="list-style-type: none"> To make decisions, in accordance with the Council's constitution, on what Birmingham's priorities should be for achieving the 2030 ambition To provide oversight and assurance of the project, ensuring each task is completed to a high standard To ensure the project aligns with the Council's objectives and priorities To monitor and review progress against the goals of the project 	<ul style="list-style-type: none"> The baseline report The action plan Reports for CMT, EMT, Cabinet, Full Council, and other forums as required
Roles and Responsibilities		
<p>All</p> <ul style="list-style-type: none"> To take ownership of the project outcomes and any identified risks To share draft versions of the action plan and any other appropriate documents with the Taskforce and Policy Reference Group To supply (directly or indirectly) the Taskforce and relevant others with relevant, timely, and accurate information, knowledge, and support that will contribute to the successful completion of the project tasks To have oversight of any publicity or other dissemination of information about the project To arbitrate on any conflict and negotiate a solution to any problems within the project To provide service area expertise and insight To provide a link between the Project Board and service areas within the Council To delegate responsibility to officers within the Council as required <p>Councillor Waseem Zaffar (Chair)</p> <ul style="list-style-type: none"> To provide overall leadership, direction, and ownership for the project <p>Jonathan Tew and Ian MacLeod (Senior Responsible Officers)</p> <ul style="list-style-type: none"> To provide corporate leadership and hold ultimate accountability for the project To make final decisions on all aspects of the project, including financial and managerial To ensure required resources are committed and support from relevant areas of the Council is negotiated 		
Expectations	Protocols	
<ul style="list-style-type: none"> Members will adopt a partnership ethos that stresses inclusivity, openness, and transparency in its deliberations and which drives positive action and improvement as a result of its decisions Members will engage with and offer considered contributions to the issues under discussion Every meeting will be engaging, strategic, positive, and focussed on achieving clear outcomes Members will remain informed by participating in communications and conversations outside of meetings if/as required Members will comply with all relevant Council policies and codes of conduct, and will adhere to the Nolan Principles of Public Life If conflicts of interest occur, members will be open and honest in order to resolve any issues 	<ul style="list-style-type: none"> The Board will meet for one to two hours every four to five weeks Agendas and papers will be circulated two working days in advance of the meeting Action points with the individual/organisation responsible shown will be circulated to the group within two working days of the meeting The Board will report decisions and outputs to CMT and other forums as required Members will attend meetings and events as required and provide apologies in good time if necessary Members may nominate a substitute to attend in their place if they are unable to attend a meeting; substitutes should be in a position to contribute to the meeting and decision-making 	

Appendix A

R20 Taskforce – Strategic Context

Background

- The Taskforce has been established following a cross-party declaration of a climate emergency at Full Council in June 2019 which set the ambition for the Council and the city to become net zero carbon by 2030, or as soon after as a just transition permits.
- The Taskforce presents an opportunity for the Council, WMCA, the NHS, environmental campaigners, faith communities, young climate campaigners, universities, and other key partners and stakeholders to come together to support the city and Council to move from declaration to delivery on the 2030 ambition.
- The Taskforce will harness the expertise and commitment of partners and stakeholders across the region to ensure the city takes a leading role in responding to the climate emergency.
- The Taskforce will support work that seeks to identify the system change and investment required for delivery on the 2030 ambition, harnessing the need to act now on climate with the objective to facilitate the growth of prosperous, inclusive, and climate resilient communities across the city.

The approach

- Community events and meetings will take place to engage with communities of place, practice, and interest to inform the development of the zero carbon pathway, drawing on robust data and relating key lines of enquiry and policy to immediate needs of security, safety, health and prosperity.
- The Taskforce's method of working and the policy development process will seek to develop an understanding of the city's different communities so that their interdependency and the impact of the Route to Zero can be understood, and inconsistencies reconciled.

Appendix 2 – Route to Zero (R20) Key Lines of Enquiry

Key lines of enquiry are the questions that need to be explored to support the R20 journey. They have been co-created following initial input from the cross-party group behind Birmingham's climate emergency declaration and concerted contributions from the Taskforce.

At this stage, the key lines of enquiry are draft and this will remain a live document that we continually update as this work progresses, and which will be finalised once we have obtained a clear baseline.

Where are we and where do we need to get to?

- What's the current carbon footprint and predicted trajectory for the city and the Council?
- What's required, of the city and the Council, to meet the 2030 ambition (looking at different sectors including housing, transport, food production and consumption, waste, planning, etc.)? This will include:
 - Taking a systemic and holistic approach including assessing how these actions interact with other local priorities such as health and wellbeing
 - Understanding what we need to do, do more of, do less of, stop doing, and do differently
 - Understanding things on a granular level as well understanding the big picture (e.g. how many homes need retrofitting and by when, and how much additional local funding, capacity and skills training (among other things) would be needed to meet these objectives)
 - Looking at adaptation as well as mitigation including how action to reduce emissions can increase climate resilience and adaptation and vice versa
 - Thinking short and long-term and understanding how we can make the most impact
 - Understanding how we can embed sustainability in decision-making and ensure decision-making is consistent with R20
- What are the barriers to achieving the ambition (e.g. current and future investment, existing policies, existing plans, etc.) and what needs to change to overcome these barriers?
- What's needed to transition to the new economy (e.g. support for our communities and businesses, bridge funding, investment, infrastructure, types of jobs, etc.) and what are the interdependencies?
- What can be done at city and regional level, and what needs to be done at a national level?
- How we can build a case for investment in alignment with city and regional models?

What are the levers and opportunities?

- What are the Council's and partners' own levers and enablers (e.g. resources, assets, powers, partnerships, etc.) and how we can make the most of them?
- What are the opportunities for collaboration and cooperation (e.g. across local authorities, partners, anchor institutions, businesses, groups engaged in climate action, etc.)?
- What are the key opportunities and opportunity areas (e.g. devolution, investment, Birmingham 2022 Commonwealth Games, global partnerships, sector growth, etc.) and how can we leverage these?

- Who are the influencers or key players in the city and region, and how we can influence them?

What will the impact be on communities?

- What are the needs of different communities and groups and how we can reconcile these needs with the need to act on climate? Within this is the acknowledgement that the city's communities are not homogenous and R20 will have different impacts on different communities, particularly for those which are already disadvantaged.
- What are the potential social, economic, and environmental impacts on our communities and businesses of R20 and how can these be mitigated to ensure nobody is left behind?
- What are the benefits of R20 (e.g. on housing, transport, health, etc.) and how can these be meaningfully conveyed to citizens?

How should we engage with communities and how can we support positive behaviour change?

- How can we best communicate and engage with citizens, businesses, partners, and others on this agenda and how can we build collective agency for change, including supporting them to understand that how things currently are isn't sustainable and that change is required now?
- How do we meet the needs of local communities to deliver a R20 plan that resonates with their goals and work with them in an active and meaningful way, enabling them to take more responsibility for their own emissions and shape their own sustainable future?
- What needs to be in place to drive positive behaviour change (e.g. for individuals, businesses, and others)?

How can we build on learning and good practice?

- What already exists or is already happening that can help to drive this agenda?
- How can we use previous and existing work on this agenda to inform our approach moving forward?
- How can we learn from and build on good practice from other places?
- How can we support citizens, businesses, and communities to learn from one another?

Appendix 3 – Presentation to Sustainability and Transport Overview and Scrutiny Committee (18 December 2019)

Route to Zero (R20) Taskforce and Service Area Reviews

Sustainability and Transport Overview and Scrutiny Committee
18 December 2019



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Route to Zero (R20) Taskforce

Jonathan Tew, Assistant Chief Executive, Partnerships, Insight and Prevention



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Route to Zero (R20) Taskforce

- On 11 June 2019 the Council declared a climate emergency and set the ambition for the city to be carbon neutral by 2030, or as soon as possible after as a 'just transition' permits
- A cross-party and multi-agency Route to Zero (R20) Taskforce was set up in September, with the first meeting taking place in October
- Members include WMCA, higher education, health, climate campaigners, youth strikers, faith communities, business, and others
- Members will work together to provide a voice for the city and help to shape an action plan for how Birmingham can achieve the 2030 ambition

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Service area reviews

Ian MacLeod, Acting Director, Inclusive Growth



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Service area reviews

- Operational work streams have been established for:
 - Housing
 - Waste
 - Energy
 - Green and blue infrastructure
 - Developing the green economy
 - Transport
- We will also be looking at planning and development within this work
- Service area reviews will be undertaken in tandem with the work of the Taskforce to facilitate policy development and explore options and opportunities to help achieve the net zero carbon ambition

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Housing

Jane Trethewey, Assistant Director, Housing Development



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Categories of housing

- Newbuild
 - Council homes
 - Housing Association homes
 - Sale homes
- Existing affordable homes
 - Council towers and blocks
 - Council houses and street properties
 - Housing Association homes
- Existing private sector homes
 - PRS homes
 - Owner occupied homes



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Council homes



- **Current policy and projects**
 - Build high performing new homes for sale, council and private rent
 - 58,000 homes with GCH, seeking to move to D/E average EPC rating
 - Newtown blocks - electric panel heaters installed
 - High rise trialling EWI, new windows, better ventilation, enclosed balconies
 - Remainder of stock to have A-rated GCH boilers installed
 - Cavity wall insulation programme - £2m of carbon savings in 10 years
- **Future plans**
 - Working Group to add zero carbon features to newbuild specification
 - Future newbuild homes to be designed for non-gas heating
 - Passivhaus newbuild pilot to test this approach
 - Fuel poverty reduction kept as a key criterion of success
 - Higher density homes in locations with good public transport
 - Passivhaus retrofit on the Portsmouth envelope scheme model

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Privately owned housing

- **New build homes**

- All newbuild stock meets Building Regulations - minimum Band C EPC
- Planning policy climate friendly requirements, e.g. bicycle parking, tree retention and planting, renewable energy generation, access to public transport, cycle and walking routes, etc.
- No other current obligations in local or national policy or regulation to drive newbuild to zero carbon

- **Existing private homes**

- No current local or national policies or regulations requiring energy performance improvement
- Affordable Warmth scheme - Boiler Grants for qualifying householders to replace old, faulty and inefficient boilers with energy efficient A-rated boilers
- HHSRS identifies hazards in private rented homes, of which Excess Cold is a category, where there is no proper heating and poor insulation
- No funding for PRS landlords to upgrade their stock

Barriers

- Lack of national regulation to require newbuild to be low carbon, or existing non-compliant homes to be upgraded
- Cost of low carbon newbuild and retrofit
- Lack of national funding to invest in carbon reduction
- Public acceptance of the need for low carbon living
- Balance of financial pressures for low carbon against other priorities, such as fire safety or new homes
- Best practice in low carbon measures not well-understood
- Low carbon technology still developing and market immature

Next steps

- Develop the work programme for R20 housing in Birmingham
- Review existing low carbon technologies and schemes
- Upgrade new Council housing specification to reduce carbon on future schemes, including a pilot Passivhaus development
- Procure specialist advice to identify practical and immediate solutions for low carbon homes, both newbuild and retrofit
- Plan a 'Route to Zero Carbon Housing' conference for developers, sharing our revised newbuild standards and other best practice
- Design a city-wide resident communication and influencing campaign to support owner occupiers, landlords and tenants to reduce carbon use
- Investigate funding opportunities to support these activities
- Lobby government for funding and regulation in support of R20

Waste

Ian MacLeod, Acting Director, Inclusive Growth



Draft Waste Strategy 2017 – 2040

Birmingham City Council will seek to:

1. Reduce the amount of waste that is created, reusing and recycling what we can and recovering energy from any remaining waste.
2. Recycle 70% of all our household and municipal waste (e.g. from litter bins and street sweepings) by 2040
3. Reduce the amount of waste generated per person by 10% (compared to a 2014/15 baseline of 345kg per person) by 2025.
4. Eliminate waste sent to landfill by 2040.
5. Manage our waste in a more sustainable way to make a positive contribution to climate change and help reduce carbon emissions. (This will include identifying different ways to collect waste that provide better outcomes in respect of carbon reduction).
6. Develop ways of prioritising the collection of recycling as the composition and type of waste we collect changes over time.
7. Improve our services, reduce costs and use the most appropriate technologies, now and in the future, to manage our waste.
8. Increase the range of materials we (and our partner organisations) collect separately from other waste, for example food waste and/or textiles to achieve our recycling target and to eliminate waste sent to landfill.

Planning policies on waste

- The BDP policy **TP13 'Sustainable management of the city's waste'** seek to minimise the amount of waste created, treat waste as a resource and encourage recycling, reuse and composting.
- **Waste Capacity Study 2014** undertaken shows total waste arisings and future capacity requirements. Currently 2.9 million tonnes per annum. Planned growth will result in increase to 3.4 -3.7 million tonnes.
- Waste Capacity Study to be updated in 2020.
- The 2014 study identified a shortfall in the number of material recycling facilities in the city.

TP 14 'New and existing waste facilities' will be supported where they meet criteria in '**TP15 Location of waste management facilities**'. The Council will:

- Encourage development of Material Recycling Facilities
- Encourage management of food waste through existing and emerging waste management technologies
- Reduce amount of commercial and industrial waste sent to landfill
- Support expansion of Tyseley Energy Recovery Facility
- Protect existing facilities that contribute to waste management capacity
- Support recycling proposals for aggregate materials

Sustainable Planning Policies

Ian MacLeod, Acting Director, Inclusive Growth



Existing policy - Birmingham Development Plan

The BDP contains planning policies to promote a sustainable, inclusive and connected city.

- Reducing the city's carbon footprint (TP1)
- Adapting to climate change (TP2)
- Sustainable construction (TP3)
- Low and zero carbon energy generation (TP4)
- Promoting a low carbon economy (TP5)
- Management of flood risk and water resources (TP6)
- Maintaining and enhancing the green infrastructure network (TP7)
- Sustainable transport policies (TP38-45)

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Emerging policy - Development Management DPD

- Policy DM1 Air Quality seeks to ensure that any proposal considers air quality and is accompanied by an appropriate scheme of mitigation where negative impacts are identified.
- Policy DM4 Landscape and Trees seeks to ensure that landscaping is an integral part of the design of development and the green infrastructure network of the city is maintained and enhanced. Also provides policy on the tree, woodland and hedgerow protection.
- Policy DM14 Parking and servicing seeks to ensure that parking and servicing should contribute to the delivery of an efficient, comprehensive and sustainable transport system. Development should promote sustainable travel, reduce congestion, and make efficient use of land.

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Examples of developments

Peddimore

- Aiming for BREEAM Standard Excellent
- Embodied Carbon assessment reduced by 10% through using recycled steel, locally sourced materials and specifying materials with lower carbon intensities.
- Smart grid systems incorporate solar PV and battery storage to provide on-site energy generation and reduced carbon emissions.
- 35% reduction in carbon emissions above the requirements of Building Regulations

Commonwealth Games Village

- 150% increase of on-site trees, ecological improvements
- over 40% green/brown roofs across the sites buildings
- High standards of energy efficiency

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Energy

Sylvia Broadley, Energy Manager, Inclusive Growth



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Current policies that support energy decarbonisation agenda

- **Regional Energy Strategy** for the West Midlands – produced by Energy Capital - delivery of Energy Innovation Zones (EIZs) to integrate proven low-carbon technologies across energy systems; develop the business models and market arrangements needed to support new approaches to clean energy; and overcome the regulatory and other barriers necessary for them to flourish
- **Birmingham Connected (2014)** – the city's 20 year transport strategy – with sustainability as one of the 5 core objectives: reduce the impacts of air and noise pollution, greenhouse gas emissions and energy consumption
- **Planning Policy** – The council's current adopted planning policy to 2031 (BDP) outlines a number of sustainability and energy approaches that support the development of heat networks and sustainable buildings and communities

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Background commissioned work that supports the energy decarbonising agenda

- Sustainable Energy Action Plan 2005-2020 & Birmingham's Green Commission Carbon Roadmap (2013)
- Objective 3 of the Financial Inclusion Strategy
- Solar PV study 2016/17
- Heat network feasibility studies
- Birmingham Blue Print (2015)
- 2018 Scatter model for 60% CO₂ reduction (based on the previous target of 60% reduction by 2027)
- Birmingham Energy Baseline Mapping study (March 2019)

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Current developments

- **Outline Energy Strategy** – Decarbonising heat, Transport energy & power infrastructure.
- **BEIS** – Birmingham Heat Decarbonisation Delivery Plan.
- **Birmingham District Energy Company** - currently provides 60,000MWh of heat, 47,000MWh of electricity and 8,000MWh of chilled water per annum, with a 12km network infrastructure.
- **Ultra-low and Zero Emission Energy Refuelling Infrastructure Network**

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Barriers/constraints for where we want to get to

- Radical increase in the deployment of low carbon heating (e.g. heat pumps, hybrids and district heating) at scale is needed to meet the 2030 ambition. Currently there isn't the level of stock available to meet this by 2030.
- Similar issue for zero emission vehicles and limited market availability - but also, car demand (at scale behaviour change requirement) requires shift to active and public transport, where car use will need to shift to high turnover shared fleets - potential constraint is that it depends on whether the focus is on Birmingham registered vehicles or all vehicles coming into Birmingham.
- Electric network capacity is a limiting factor.

Next steps for how we can move towards net zero carbon

- Completion of 'outline energy strategy' - identifying 'energy' that is in scope for the Council to gain net zero impact from and get agreement on what is possible within the timescale, and align with Climate Emergency task force action plan.
- BEIS heat decarbonisation delivery plan - seek alignment with R20 Taskforce action plan.

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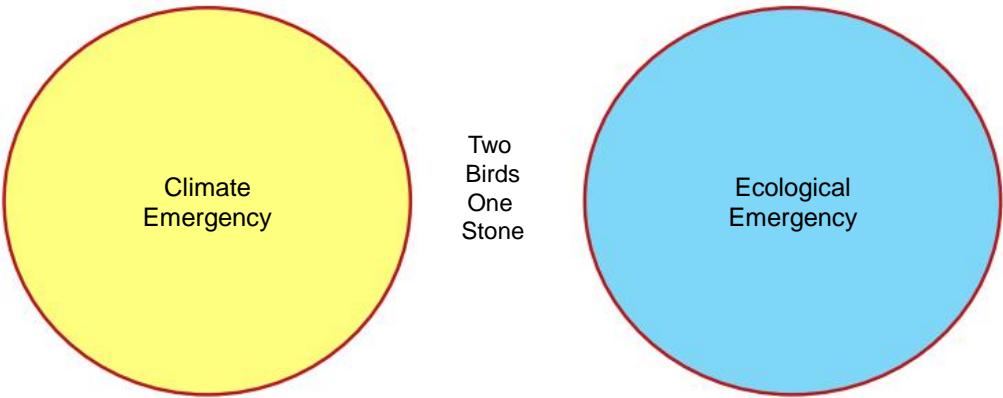


Green and Blue Infrastructure

Simon Needle, Principal Ecologist & Arboriculturist, Inclusive Growth



Seeing the bigger picture



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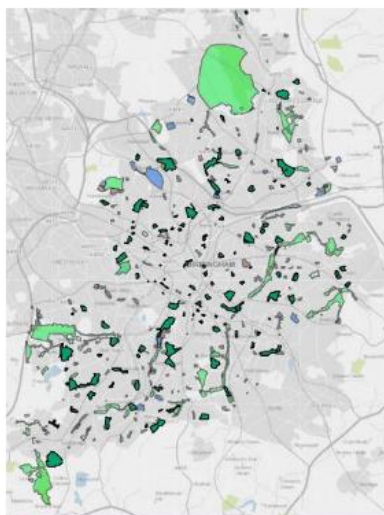
Current legislation, policies & best practice

- The Conservation of Habitats and Species Regulations (2017) *(refer to pre-Brexit)
- The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations (2019 no.579) *(refer to post-Brexit)
- The Wildlife and Countryside Act (1981) (as amended)
- The Countryside and Rights of Way Act (2000)
- The Natural Environment and Rural Communities Act (2006), S40 and S41
- The Protection of Badgers Act (1992)
- Part VIII Town and Country Planning Act 1990
- Town and Country Planning (Tree Preservation) (England) Regulations 2012
- Planning and Listed Buildings Act 1990
- National Planning Policy Framework (NPPF) (2019) Paragraphs 170-171, 174-175: Conserving and enhancing the natural environment and Habitats and biodiversity.
- National Planning Practice Guidance (PPG)
- Birmingham Development Plan 2031 (2017): Policy TP1 (Reducing the City's carbon footprint), TP2 (Adapting to climate change), TP3 (Sustainable construction), TP6 (Management of flood risk and water resources), TP7 (Green infrastructure network), TP8 (Biodiversity and Geodiversity), TP27 (Sustainable neighbourhoods).
- Development Management Development Plan Document DPD (draft version)
- Green Living Spaces Plan (2013)
- Relevant area-based SPDs
- Circular 06/2005 Biodiversity and geological conservation: statutory obligations and their impact within the planning system Paragraphs 98-99
- UK Biodiversity Action Plan and UK post 2010 Biodiversity Framework
- Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services
- The Wildlife Trust for Birmingham and the Black Country: Birmingham and Black Country Nature Improvement Area Ecological Strategy 2017-2022
- Nature Conservation Strategy for Birmingham (1997)
- BS42020 - Biodiversity: code of practice for planning and development (2013)
- BS 5837: 2012 Trees in relation to design, demolition and construction – Recommendations
- BS 8545: 2014 Trees: from nursery to independence in the landscape – Recommendations

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Current projects and work functions



Birmingham - total land area 268 Square Km

- 62 Square Km of Green Infrastructure
- 47 Square Km of Public Open Space (Parks, green space, allotments)
- 24 Square Km of designated Nature Conservation sites
- 14 Square Km of designated woodlands (in Parks and open spaces).
- 402 Kilometres of rivers, brooks and streams
- 90 Kilometres of canals
- 18.6% canopy coverage (seen 2% reduction over last 20 years)

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Current projects and work functions



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Current projects and work functions



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Current projects and work functions



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Constraints to delivery

- Lack of early engagement with internal/ planning GI professionals – needs a strategic lead
- Financial resource – Staffing, appropriate IT hardware and software, funding for projects and ongoing green and blue infrastructure management (not maintenance).
- Lack of skills within the wider land management (maintenance) industry. Not just basic skills but planning to upskill and be competent to manage the infrastructure needed to meet climate change – green roofs/ green walls/ Bio-swales/ SuDS etc. Often dismissed as being too difficult.

Next steps

- Nature Recovery Networks – Natural capital mapping
- Review land allocation, some sites allocated for development strategically located within areas that should be prioritised for natural solutions
- Ensure Net gain for biodiversity and canopy coverage is delivered through planning function
- Biochar - use of woody waste via pyrolytic conversion produces heat (could be used locally as part of district heat network) and biochar.
- More robust policies on implementation of integrated multifunction GI as part of a holistic climate change action plan.
- Training and Skills for the future

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Developing the Green Economy

Ian MacLeod, Acting Director, Inclusive Growth



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Previous activity

The Business Development and Innovation Team has actively been involved in the development and growth of the green economy through a range of programmes:

- **£75m Green Bridge Supply Chain Programme** (2012-2018) designed to support SME supply chain businesses seeking to invest and create local jobs.
- Funding of £20k to £1m linked to businesses demonstrating green benefits including:
 - Reduction in carbon footprint
 - Savings in energy usage
 - Improvements to waste management
 - Introduction of new technology
 - Improved systems and processes
 - Development of new markets
 - Development of new green products
- The programme supported 1,000 businesses and created 4,500 new jobs.

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Current activity

- **Business Growth Programme (2019-2023):**
 - SME's involved in the green economy continue to be supported through our successor programme, Business Growth Programme
 - This programme supports SME's seeking to grow, invest and create jobs across GBSLEP and the Marches LEP areas
 - No specific focus on the green economy

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Future activity

- Undertake a detailed baseline study - market overview, challenges, gaps in provision and opportunities
- A new redesigned Green Bridge Supply Chain Programme focussed on low carbon reduction, energy efficiency, development of new green markets and green new product development
- Deliver the CAZ Heady Duty Vehicle Fund supporting SME's to purchase/lease new compliant vehicles /retrofit non-compliant vehicles to achieve Euro 6 compliance and improve air quality
- Develop a clear business offer related to Tyseley Energy Park to attract SME's and capital investment into the area
- Develop Birmingham based Battery satellite centre supporting UK Battery Industrialisation Centre (UKBIC). The centre will focus on next generation of battery systems across battery chemistry, electrodes, cell design, module and pack level.
- Constraints: financial resource and staffing pressures are currently a major barrier

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Transport

Ian MacLeod, Acting Director, Inclusive Growth



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Current policy and projects

Projects:

- Sprint
- Cross-city bus routes
- Extension of the tram network
- Opening of new urban railway stations
- Improvements in cycling infrastructure and public realm

Policy:

Emerging Birmingham Transport Plan: sustainable and inclusive economic growth through 4 big moves

- Space reallocation away from private cars
- Transformation of Birmingham City Centre
- Prioritising active travel in local neighbourhoods
- Using parking measures as a demand management tool

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What are we planning on doing within existing resources?

- Strong commitment to deliver the BTP
- Development work to dissuade people from driving to the city already in place (bus priority, restricting private car permeability, improved walking and cycling access with increased pedestrianisation, parking demand management and experimental traffic management measures)
- Complementary policies such as the Parking Supplementary Planning Document
- We actively provide input into TfWM's Movement for Growth Strategy refresh the Midlands Connect strategy refresh stressing the need to focus on and tackle the climate emergency.

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Barriers and constraints

- An unprecedented challenge that requires unprecedented changes
- Radical changes in the status quo needed
- Modal shift away from the private car is a key action
- Need to provide viable alternatives to the private car
- Strong, coordinated political commitment needed
- Changes needed in funding structures – mode specific funding limits opportunities to deliver efficient and holistic solutions

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Next steps

- BTP sets the basis for upcoming actions such as the CAZ and the Workplace Parking Levy
- Previously 'radical' policies now considered essential – more opportunities for bold moves
- Investigate ways to limit the need to travel

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R20 next steps

- Proposed change to Full Council timing due to pre-election period and completion of the baseline study and engagement – progress update in February and full update in June 20
- Proposed service area review update to Scrutiny in March 20
- Consultancy support from January to March 20
- Preparation for the action plan between December 19 and April 20
- Phase 1 communications and engagement between December 19 and Feb/March 20

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Appendix 4 – The Council's early commitments: supplementary information

1. Transport

- 1.1 Reducing the impact of transport at the scale required by the climate emergency is a significant challenge. Surface transport is now the sector with the highest carbon impact in the UK and one of the few that have seen an increase in emissions in the last few years.
- 1.2 The largest share of emissions from surface transport comes from automobility which, aside from being a significant part of the economy, is deeply embedded in people's lives due to land use development patterns and cultural and status expectations.
- 1.3 Transport's carbon footprint in Birmingham follows the national trends and automobility has a strong history in the West Midlands. Four paths are proposed through which carbon emissions reductions from transport can be achieved in the short to medium term. These are:
 - The proposed draft Birmingham Transport Plan (Appendix 5)
 - Awareness campaigns targeting the highest polluting trips and users
 - Exploring additional policy measures
 - Leading by example

The draft Birmingham Transport Plan (BTP)

- 1.4 The BTP sets out four proposed big moves that will transform transport in the city until 2031 and beyond. The big moves are:
 - Reallocating road space away from cars
 - Transforming the city centre
 - Prioritising active travel in local neighbourhoods
 - Managing travel demand through parking measures
- 1.5 The ambition of the BTP has been supported by the Council's declaration of a climate emergency. The plan sets out a vision for a sustainable, green, inclusive, go-anywhere transport network. Therefore, adopting the BTP in the next 12 months will mean that Birmingham will have a clear blueprint that supports sustainable transport policies and measures until 2031 and beyond.
- 1.6 The BTP forms a basis on which a range of ambitious sustainable transport measures can be promoted and supported in the future, such as introducing a Workplace Parking Levy and transforming the A38 through the city centre.
- 1.7 Some of these were discussed with the public during the Taskforce transport workshop in December 2019 and include:
 - Safer cycle parking in the city centre and near key destinations (hospitals, universities, etc.).
 - Simple pricing system for public transport.
 - Supporting electric car clubs
 - Expansion of electric vehicle charging infrastructure
 - Extend car-free school streets
 - Further pedestrianisation across the city

- 1.8 Current financial resources and available staff are already dedicated to existing commitments, especially infrastructure delivery commitments ahead of the Commonwealth Games in 2022. In addition, the city itself is expected to undergo changes of unprecedented scale and pace in the next few years, causing sustained disruption for residents and requiring careful delivery planning to avoid significantly impacting existing trips. As such, further action is limited by the constrained means, time and space to deliver it. Any further commitment will require additional financial resources and staff capacity.
- 1.9 The BTP is out to public consultation from January to March 2020.

Awareness campaigns targeting the highest polluting trips and users

- 1.10 We acknowledge that transport accounts for a significant part of the carbon emissions and action cannot be postponed in the face of the climate crisis. As such, we recommend a series of actions that will target trips and users who have the biggest carbon footprint.
- 1.11 These actions are behavioural and policy measures for which implementation can begin in the next 12 months but are expected to deliver a long-term reduction in carbon emissions.
- 1.12 Responding to the climate emergency requires a dramatic change in people's consumption patterns and lifestyle choices. It is expected that many measures that are specifically targeting the climate emergency will require strong political backing as they may be initially considered controversial both in terms of public acceptance and additional accountability for the Council.
- 1.13 Targeted action is focused on two areas:
- Unsustainable travel practices
 - Highest polluters
- 1.14 The action could initially involve information and awareness communications, which can form part of the communications materials of the wider R20 work or, if additional funding becomes available, a standalone campaign. Existing information streams, such as social media, can also be used. Information can also be provided in the form of blogposts or testimonials demonstrating positive climate action.

Unsustainable travel practices

- 1.15 These are especially related to car use¹ but also consumer choices such as next day/hour deliveries or deliveries carried out by small vans or cars. A campaign can also make citizens more conscious of their travel patterns.
- 1.16 We propose three primary focus areas:
- Information about the impact of short trips by car: 65% of trips are less than 5 miles. Messages could include: live locally, shop locally; 'the 2 mile challenge' where people are challenged to not drive if the distance travelled

¹ Although not directly within the Council's remit, this could also involve information about the detrimental impacts of flying.

is less than 2 miles; 'leave your car at home for a week challenge'. We are also planning to establish 'car free days' from 2020.

- Information about the impact of long trips by car: approximately 3% of trips account for 30% of surface miles travelled. Messages could promote 'staycations', i.e. travelling within UK for holiday by public transport; 'take a day trip by public transport'; campaigns similar to 'See Britain by rail'.
- Information about leisure trips by car: 51% of miles travelled by surface transport are for leisure purposes (if shopping is not included in leisure it is 40% of miles travelled). Messages could include: visit a friend by public transport etc.

Highest polluters

1.17 Although raising awareness is very important, it is also crucial to acknowledge that low-income groups are already low-carbon and locked into their travel choices (i.e. they have limited or no choice to switch to low(er) carbon alternatives). They are also the ones who will be most affected by impacts of global heating and the climate crisis.

1.18 Globally, the richest 10% of the population emits 50% of carbon emissions while the poorest 50% emits 10% of all carbon emissions. WMCA's Climate Action Plan 2041 published in January 2020 confirms these statistics for the region and highlights that emission reductions could be attributed to rising deprivation in certain areas.

1.19 Therefore, it is key for information campaigns to target the highest polluters and those whose lifestyle choices are the most damaging to the planet. In the context of the city, the highest polluters would be primarily owners of multiple cars and especially SUVs, as well as old and vintage cars². Messages could include: comparing the carbon footprint of 'typical' families.

Exploring additional policy measures

1.20 Policy measures can be a further step in the Council's efforts to identify and target the most polluting travel patterns and road users. During and beyond the next 12 months the Council could investigate the implementation of the following policy measures:

- We could get a better understanding of the operation of ride-hailing companies such as Uber and Ola in the city. Many of the vehicles operating in the city are not registered with Birmingham. In collaboration with Transport for West Midlands (TfWM) and the Department for Transport (DfT) we could investigate limits to the operations of such companies including: idling while waiting to be called, special emissions standards, or not allowing vehicles registered with another authority to both start and finish trips within Birmingham. Such policy measures would require coordinated action nationally and regionally as they have proven difficult to implement in other cities.

² As the UK leaves the EU it will copy EU's new carbon emission standards (< 95g of CO₂ per km) and, as a result, carmakers are expected to withdraw some highly polluting large vehicles from the UK market. The rise of SUVs in the UK was previously 'offset' by other countries' preference for smaller vehicles but under UK-only standards this will no longer be possible. As such, adopting a strong stance towards SUVs may seem controversial at first but is expected to become widely acceptable in the medium term.

- Investigate the practicalities of creating a carbon fund which developers would contribute to. Contributions would be used to fund measures specifically targeted towards addressing the climate emergency.
- Introduce carbon monitoring and evaluation of transport interventions. Assess future policies and projects based on their forecast carbon emissions reduction impact.
- Investigate if the CAZ can be converted to a clean air and low carbon zone. It is unclear whether we have the power to do this but it could be investigated with the DfT. Currently, the CAZ restrictions are based on Euro vehicle standards which do not include carbon emissions. Therefore, the CAZ is indirectly supporting the climate emergency as newer cars tend to be cleaner and it is expected to lead to a modal shift for trips to the city centre but it is not directly targeting the climate emergency.

The Council to lead by example

1.21 The Council can become a leader in adopting and supporting low-carbon transport practices. For example:

- Internal information campaigns about the climate emergency to raise awareness among staff.
- Cut business mileage. For example, Salford City Council has cut grey fleet mileage by 95% and saved £400,000 and at least 478 tonnes of carbon emissions since introducing a green travel plan. Under the Green Wheels initiative, rather than Council staff using their own vehicles and claiming back business mileage costs, a pool of Co-wheels car club vehicles has been made available.
- Ensure that delivery and collection of goods is consolidated and carried out by environmentally friendly vehicles.
- Ensure that staff minimise car commuting to the absolute minimum. This can include revising parking permits for council staff.
- Adopt a minimum flying policy for domestic and international travel or substitute flights when travelling by train takes fewer than a certain number of hours (for example, that can be reached within fewer than 8 hours by train include: Paris, Brussels, Amsterdam, Frankfurt, Marseille, Lyon, Zurich, Dublin as well as all major cities within Great Britain). It is acknowledged that at the moment rail travel can be much more expensive than air travel so such a policy would need to be assessed on the basis of staff hourly rates, time, and cost to the public.
- No first/business class rail/air travel. First and business class areas take more space than regular seats thereby increasing the individual carbon footprint of passengers.

2. Green and Blue Infrastructure

Improve information and data on webpages

2.1 Making our information as accessible as possible (where this is not ecologically or commercially sensitive).

Nature Recovery Network/Natural Capital Mapping

2.2 Being able to identify those areas of the city that are biologically diverse and/or offer high levels of ecosystem services will enable better strategic decisions to be taken to ensure that these benefits are not compromised by inappropriate

development. Whilst identifying those areas of lower biodiversity or ecosystem services delivery could, through the planning process, make gains either through development or allocation of S106/CIL funding for improvement works.

Urban Forest Management Policy – update technical note

- 2.3 To be completed as per the 2018 tree policy review recommendations, this will ensure that there are clear expectations for the sustainable management and ambitions targets for the expansion of the urban forest ensuring that we have a resilient resource fit to deal with the pressures of predicted climate trends and emerging pests and diseases whilst delivering essential ecosystem services.

Biochar investigation

- 2.4 Biochar is a stable carbon rich product created through the pyrolytic conversion of timber. Used in landscaping, agriculture and horticulture it can lock carbon in to the soil and at the same time increases the water retention properties, nutrient take up, mycorrhizal activity and resilience of plants growing with this medium. This would be an investigation into production and use within the city particularly within tree planting activities.

Support other service areas

- 2.5 Support other service areas in their delivery of R20 where this has an impact on green and blue infrastructure or benefits can be jointly delivered – particularly around transport and housing. Many sections of the council will be delivering projects that could directly benefit the city's R20 aspirations. By our internal environmental professionals providing suitable advice and guidance multiple long term benefits could be delivered for green and blue infrastructure.

Deliver training/awareness sessions

- 2.6 Climate change adaptation and mitigation is complex as are the requirements for our native biodiversity. Providing training/awareness sessions for internal planning teams and other departments on broad green and blue infrastructure, biodiversity, and sustainability topics will allow those colleagues to gain a clearer understanding of this sphere of work which will help guide them when considering development and /or appropriate management of sites to deliver long term benefits.

Collaborate with partners

- 2.7 Work with partners to secure funding and deliver projects that contribute to overall R20 aims such as:
- Sky Park – New public realm on the elevated, disused section of viaduct running through Digbeth.
 - River Rea through Southside – Breaking out the River Rea through the Southside development area offers a huge opportunity to deliver increased flood resilience to a significant sector of the city along with biodiversity gains.

3. Energy

Commence the Heat Decarbonisation Delivery Plan

- 3.1 In 2019 Birmingham was one of five cities selected to work with the Department for Business, Energy and Industrial Strategy (BEIS) to develop a bespoke city-level Heat Decarbonisation Delivery Plan.
- 3.2 The first phase is being undertaken from January 2020 to June 2020. The purpose of this phase is to identify key opportunities for Birmingham to decarbonise heat for domestic dwellings and commercial properties. Interventions are anticipated to include discreet energy and transport related projects, city-wide policy measures and behaviour change at the individual and institutional/corporate levels, as well as wider regional/cross-local authority interventions.
- 3.3 The next phase (from June 2020) will flesh out potential opportunities, providing the assessment of funding sources, and timelines. This will happen alongside an agenda for action that clarifies the 'asks' from Government to assure the achievement of net zero carbon timelines for heat decarbonisation in terms of necessary and time critical regulatory change, funding incentives, national and local schemes for smart energy use and energy efficiencies.
- 3.4 This will maximise Government action to impact on carbon emission reductions and will also clarify the scale of the role of the Council and other local authorities in reducing emissions within net zero timelines. Critically, it will also identify what 'energy' is within scope for the Council in order to maximise carbon emissions reductions.
- 3.5 A first step will be to focus on the Council's own housing stock and ongoing and future housing development plans to provide a leadership role as the UK's second city but also to engage with and encourage behaviour change with private landlords and householders.

The Council's Energy Strategy

- 3.6 Completion of an outline Energy Strategy for the Council - identifying 'energy' that is in scope for the Council to gain net zero impact from and get agreement on what is possible within the timescale and align with the recommendations of the Taskforce.

Procurement review of energy supply

- 3.7 Work is currently being undertaken with procurement colleagues to review scheduled contract renewals of energy supply to Council buildings to specify the supply of renewable energy only.

Develop a renewable energy electric charge point network

- 3.8 Work to develop a renewable energy electric charge point network in the city is due to start in early 2020. This will see 197 charge points installing within the first two years and a further 197 charge points installed across the city, enabling the transition from fossil fuel vehicles to zero emission electric vehicles.
- 3.9 This is key, given the complexities of the legal framework, to enable a city-scale charge point network deployment on the highway, public car parks, and on

public land and will have a great level of impact on reducing carbon emissions at scale.

4. Housing

Initiate a Passivhaus (zero carbon house) pilot

- 4.1 One of the key early commitments for housing is to pilot Passivhaus (zero carbon houses) across the city and work on this is expected to develop at pace in 2020. The initial focus will be on identifying potential viable sites, conducting site visits elsewhere in the country to learn from good practice, and developing a detailed specification for the pilot.
- 4.2 A workshop will be convened on Passivhaus development principles and delivery to support this planned pilot and engage with existing examples of delivery locally.

Deliver a zero carbon retrofit conference

- 4.3 A conference on zero carbon retrofit will be planned to share good practice and consider how to make retrofit of existing homes a 'bite size' and manageable proposition for property owners. This will include discussion of possible financing models to fund investment.

5. Planning

5.1 Review and strengthen planning conditions relating to green and blue infrastructure

- Green/biodiverse roofs
 - Green walls
 - Sustainable Urban Drainage – Bioswales, Natural SUDS
 - Biodiversity net gain
 - Tree planting – canopy cover, planting pit design, species selection
 - Tree conditions
 - Landscape
 - Offsetting/ payments – Biodiversity and Trees
- 5.2 Ensuring that our planning conditions are robust and fit for purpose will ensure the delivery of the required green and blue infrastructure. Strong conditions will also enable enforcement where these have not been actioned.

Review the design guide

- 5.3 Review, strengthen and expand design guide information relating to green and blue infrastructure and links to low carbon, sustainability, and biodiversity. The design guide will act as a Supplementary Planning Document and be used alongside the Birmingham Development Plan and the Design Management-Design Policy Document.
- 5.4 This design guide will set out our expected standards clearly with a number of reference documents providing more in depth information that will help guide prospective developers during their design process.

Commence a review of the Big City Plan

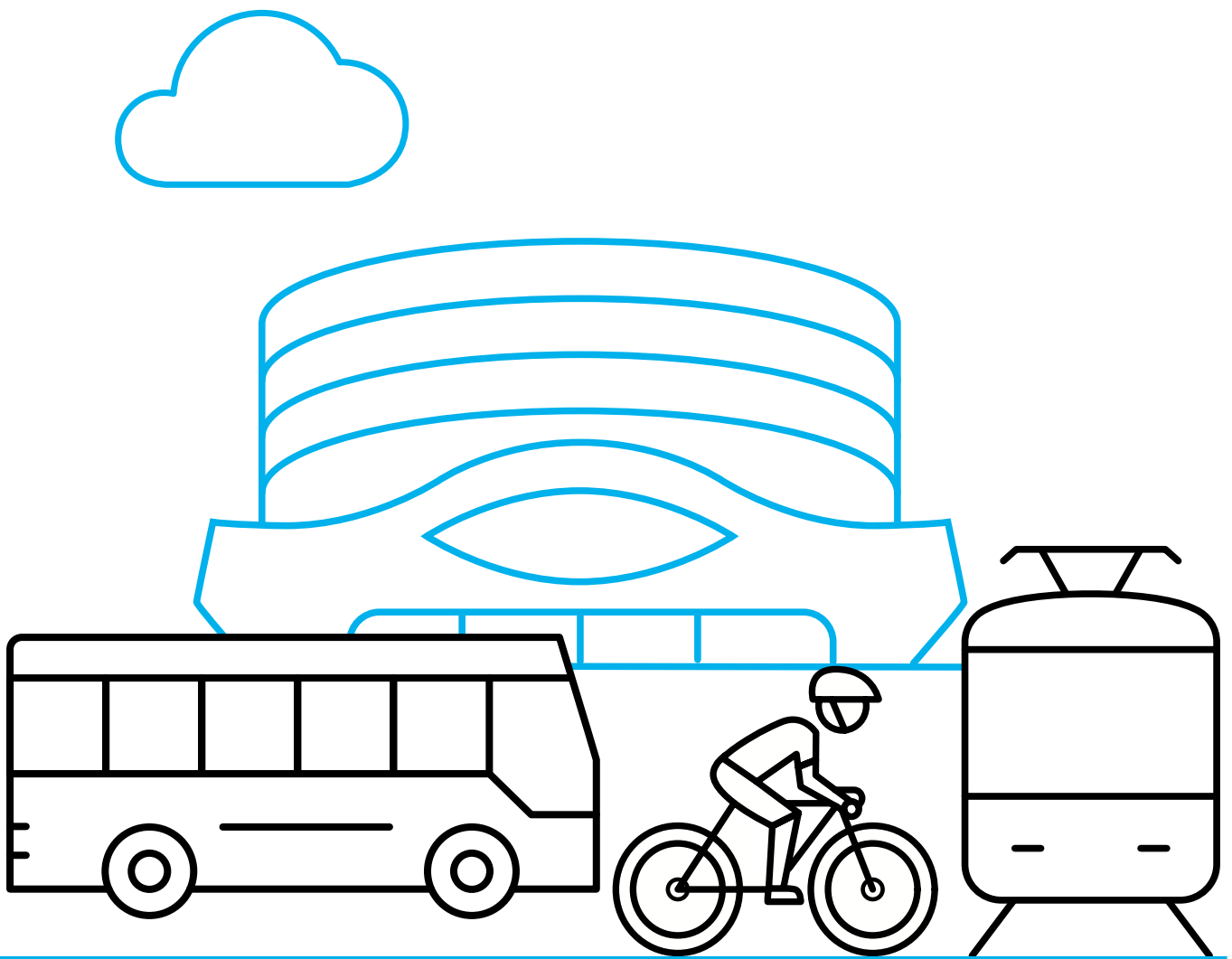
- 5.5 The Big City Plan was published in 2010 and is due for revision. Work will commence on its revision. This will incorporate the new thinking around climate change and the infrastructure required to move the city to its net zero carbon target.

6. Procurement and Contract Management

- 6.1 The Council is currently reviewing its procurement and contract management approach and to assist with moving the city towards the 2030 ambition the following areas of focus will be included:
- Exploring how the 2030 ambition can be achieved within new contract requirements
 - Reviewing existing contracts to understand providers' plans to reduce emissions and determine how a carbon neutral approach can be achieved
 - Understanding the financial impact of achieving a carbon neutral approach and factoring this into decision making processes
 - Reviewing existing contract management arrangements to include KPIs required for performance reporting

January 2020

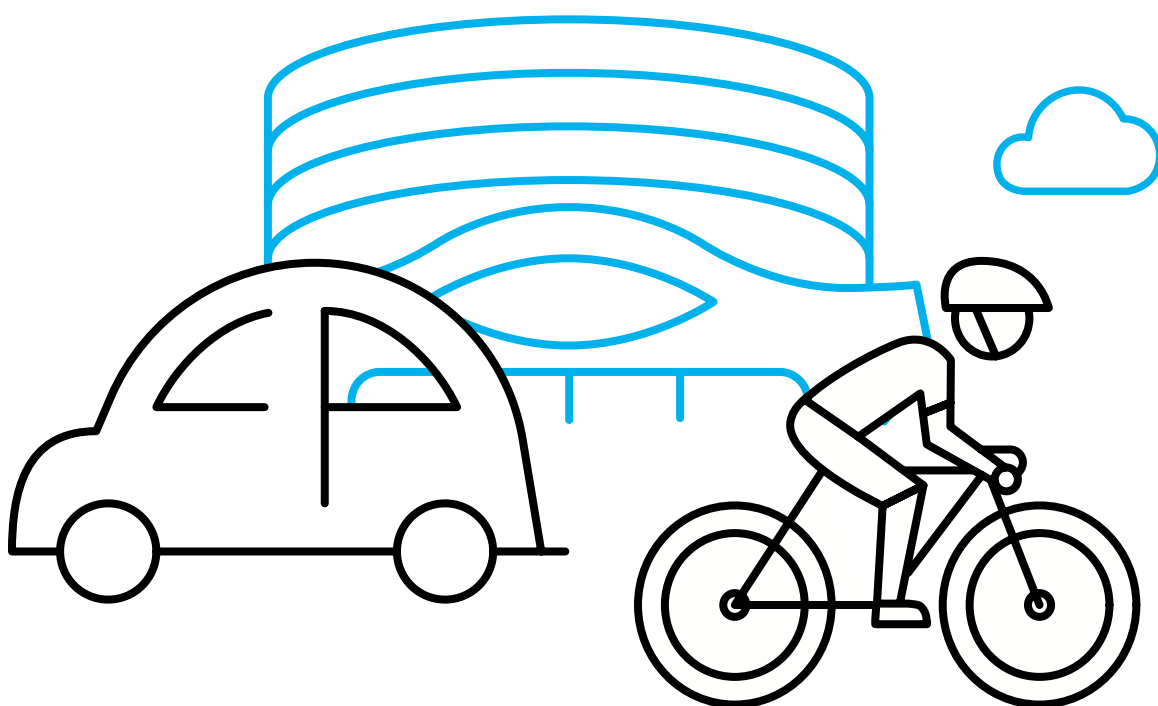
BIRMINGHAM TRANSPORT PLAN





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Foreword



Councillor Waseem Zaffar MBE

Cabinet Member for Transport and the Environment
Birmingham City Council

The latest reinvention of Birmingham is progressing at a remarkable rate.

Continued national and international confidence in the future of the city means that the level of inward investment is greater than ever before. It is being put to good use - delivering tens of thousands of new jobs and new homes, creating new urban environments fit for modern life.

Our new Birmingham will not just be home to more people, it will also be cleaner, greener, healthier and more environmentally sustainable. Last summer (2019) the city council unanimously voted to declare a climate emergency with a commitment to achieve carbon neutrality by 2030.

Over-dependence on private cars is bad for the health of ourselves and our families, bad for our communities and bad for business as measured by the millions of pounds of lost productivity caused by congestion. Ultimately, it is bad for the future because of the very significant damage caused by vehicle emissions and their impact on climate change. The more journeys we take by walking and cycling, the more we will improve air quality and our health and the more we will reduce congestion. For longer journeys, buses, trams and trains will be the backbone of a new, go-anywhere transport system.

Good transport is the most important ingredient in ensuring that the benefits of Birmingham's growth are felt in every part of the city. Transport is key to opening up job and training opportunities, to providing access for all to essential services including health and education and to supporting individual self-development and fulfilment. In this way, transport is much more than a means of getting us to where we want to go each day, it can be an enabler transformational changes. To unlock the potential of transport, we need to fundamentally change the way people and goods move around the city.

Birmingham has already started to shift the balance and build a future in which the car will no longer be king. The introduction of Birmingham's Clean Air Zone will reinforce our commitment to becoming a zero emissions city. On the ground, we have started to put things right through investments in projects including the city's first fully segregated cycle ways, extensions to the Metro network and introduction of 20mph speed limits on residential streets. HS2 and its supporting package of connectivity measures together with Birmingham's hosting of the 2022 Commonwealth Games present further opportunities to advance investment in transport infrastructure.

Companies throughout the West Midlands are amongst those leading the way in the global development of new types of vehicle including self-drive and electric vehicles offering significant improvements in efficiency and emission levels.

Irrespective of advancements in technology, single occupancy private cars will never be able to match the capacity of mass public transport for getting people to where they want to go. Putting this into practice and delivering a Birmingham transport network that is fit for purpose will not be a quick or easy fix.

To begin to resolve these problems we need to work with our partners to secure the investment and help the city become a place where walking, cycling and using public transport are the best and most preferred modes of travel. We are eager to explore how the different models of regulation of bus services could be used to reform the bus market to the lasting benefit of the travelling public.

The transport plan details how we will reduce car dependency and deliver the public transport improvements that will deliver a better environment and inclusive growth for the residents of Birmingham.



Introduction

The Birmingham Transport Plan 2031 describes what the city needs to do differently to meet the demands of the future.

The plan contains a set of principles that will guide investment in transport so that it is able to serve a future Birmingham that is home to more people and that is a better environment in which to live and work for everyone irrespective of age, disability or income.

These measures are designed to:

- Reduce transport's damaging impact on the environment, supporting Birmingham's commitment to becoming a carbon neutral city by 2030
- Eliminate road danger particularly in residential areas
- Connect people with new job and training opportunities
- Reconnect communities by prioritising people over cars
- Revitalise the city centre and local centres.

Purpose

This is one of a series of policy documents that, together, will set out the transformation of Birmingham.

Improving transport is essential to ensuring that the growth of the city is inclusive.

The "Big Moves" set out in this document will work in harmony with each other to support the delivery of a high quality, sustainable public transport system fit for all users.

The Transport Plan will:

- Introduce the past, present and future transport of Birmingham
- Outline the challenges and opportunities that face the city
- Describe the four "Big Moves" which will achieve the transport vision for Birmingham.

This is a draft document which will be the subject of widespread consultation with partners and stakeholders before a final version is formally adopted by Birmingham City Council.



Context

For more than 200 years, Birmingham has been a hot-bed of innovation, a city that has led the development and application of new technologies, where change has been welcomed with enthusiasm and energy. Birmingham's transport timeline shows a sequence of periods during which one mode of travel has been dominant only to be replaced by the next new best thing.

So, the golden age of canals was superseded by the golden age of steam trains, the golden age of trams, the golden age of buses and the golden age of cars.

In the latter half of the last century, the motor industry created many thousands of jobs and contributed to Birmingham's global reputation for engineering excellence and innovation. Family cars delivered previously unknown levels of personal freedom broadening travel horizons, opening up new opportunities.

But, as Birmingham's love affair with the motor car continued, evidence of more negative consequences started to emerge. Large swathes of the city were redesigned to handle more and more road traffic creating urban environments that were hostile, intimidating and unhealthy.

Birmingham is now entering a new cycle of change which will be different because no single mode of transport will be dominant. Instead, members of the travelling public will have a choice between a range of modes of transport – each of them accessible, viable and sustainable – which together will form a go-anywhere, anytime integrated transport system.

Achieving that position will require a period of managed transformation during which decreasing dependence on private motor car travel is matched by increasing accessibility to attractive alternatives – for example through wholesale improvements to walking and cycling infrastructure, through investment in new, mass transit services and through emerging technologies.

People will make their travel decisions based on the nature and purpose of their journey. Getting to where you want to go may not be possible using only one form of transport.



Pre 1800:
Canal Revolution



1854: Curzon Street
Railway Station opened



1872: First horse-
powered tram line



1913:
First motor bus



2015:
New Street
station refurbished



1999:
Midland Metro
line 1 opened



1992:
New Street
largely pedestrianised



1971:
A38 Queensway
Tunnel opened



2019:
A34/A38 Cycle
Routes opened



2020:
Clean Air Zone
implemented



2021: Edgbaston
Metro Extension



2021: Camp Hill
railway line



2026:
HS2



2026: Birmingham
Eastside Metro Extension



2022:
Commonwealth Games



2022:
Two Sprint routes

Providing reliable, real time, multi-modal travel information is a key ingredient in helping people to make choices that are right for them.

A further travel option is available – it is to decide not to travel at all - for example by working remotely or by shopping online. There is some early evidence to suggest that, as individuals, we are travelling less.

Statistics released by the Department of Transport show that, between 1995 and 2014, while England's population grew by 11% and employment grew by 18%, commuting journeys fell by 16%.

Shopping trips have decreased by 30% over the past decade coinciding with a rise in online shopping which now represents 17% of total UK retail sales.

The pattern of constant invention and re-invention has been driven not only by an ever growing population but also by technological advancement – much of it home grown - and consumer expectation. Underpinning all of this is the need to tackle climate change and become carbon neutral by the turn of the next decade.

Overall, carbon emissions have decreased by 33.7% against a 1990 baseline. This reduction has been achieved despite a negative impact from transport, the only sector that has increased emissions since 1990. Current data shows that transport is currently responsible for a third of all CO₂ emissions making it the single most damaging source. There is now an urgent need for transport to take significant remedial action to clean up its act permanently. Efficient, economical and sustainable freight movement is essential to our everyday lives and that of our city, ensuring we receive the goods we need at the time and location we need them. One way of reducing the number of delivery vehicles in our city centre is by introducing freight consolidation and micro-consolidation centres with final-mile journeys being undertaken by less carbon-intensive transport modes for example electric cargo bikes.



Challenges and Opportunities

Climate change

Climate change mainly caused by CO₂ emissions, is having a harmful effect on our planet. The importance of tackling climate change is now at the forefront of our transport system. The city council recognises the significant effects that climate change is having on livelihoods and the environment as well as the economy and has declared a climate emergency. This supports a strategic commitment to create a carbon neutral Birmingham by 2030.

The launch of the Birmingham Route to Zero (R20) Taskforce follows a cross-party declaration of a climate emergency by Birmingham City Council in June 2019, with the council's Cabinet then agreeing in July to make tackling climate change one of the authority's six main priorities. This new climate change taskforce for Birmingham will draw up a plan of action to tackle climate change and make our city and our world a better place for future generations to come. This will be a multi-agency, cross-party taskforce that works in partnership across the city, engaging with our many different communities, covering all ages and backgrounds, to find out what they need and to educate and empower them as we all work together towards a common goal.

Air quality

Road transport is by far the largest source of air pollutants that are most harmful to health – nitrogen dioxide (NO₂) and particulate matter. Over reliance on car travel – particularly for short journeys – is a main contributor to physical inactivity which is linked to heart disease and cancer, the biggest causes of premature death.

Revenue generated by the introduction of a Clean Air Zone in 2020 will be reinvested in transport schemes to improve the network and further reduce emissions.



Accommodating future growth

By 2031, Birmingham's population is forecast to grow by 150,000 to 1.25 million. The city has an ambitious strategy for growth which will deliver 100,000 new jobs, 51,000 new homes, 350,000 sq. m new retail space and 745,000 sq. m new office space. Much of this work is already under way – for example at the key Paradise and Snow Hill development sites. Growth by 2031 is also expected to generate an estimated 1.2 million additional journeys on Birmingham's transport network every day.

Birmingham is central to the UK's future prosperity. It is the capital of the West Midlands and one of the country's premium business, tourist and retail destinations. An increasing number of companies including Deutsche Bank, HSBC and KPMG have chosen to locate their regional and national headquarters in the city which is emerging as a major European financial hub. Further growth will add to Birmingham's standing regionally, nationally and internationally.

Birmingham's continuing economic success, together with its diversity and youthful population, mean that more people want to live and work in the city in greater numbers than ever before. This is supported by recent statistics showing that, in 2018, 7,771 people moved from London to Birmingham - more than anywhere else in the UK.

Available land is in short supply and in order to meet the future housing demand, more effective use of land is needed to sustain the growing population. Based on an assessment of future land supply, the City Council expects that a minimum of 80% of new homes will be built on previously developed land.

Reducing reliance on cars will also serve to reduce the demand for car parking, releasing land for more productive use, for example new homes and new employment sites.

The extensive planned growth will be inclusive for all and will ensure alternative modes of travel are accommodating for all user groups.

Road and rail capacity

Birmingham's road and rail networks are already at or near capacity during peak week day periods and increasingly at weekends.

Not only is this a source of personal frustration to commuters, it also comes as a serious dent to commercial efficiency and productivity. The annual cost of congestion to Birmingham's economy currently stands at £632 million. This figure is expected to rise as demand increases.

Further challenges to network resilience are posed by the sheer scale of infrastructure investment currently being delivered in Birmingham and due to continue over the coming years. There is a constant requirement to balance the potential impact of programmes such as HS2 construction against keeping the city on the move and open for business.

The combination of these elements means that there is a limit to the amount of remedial and improvement activities that can be delivered on Birmingham's transport networks at any one time. Responding to the need to meet increased capacity therefore starts with making more of what we already have by re-balancing the way we allocate transport capacity.

In future, this process will be driven by the prioritisation of modes of transport that deliver most benefit in terms of efficiency, reliability, space and accessibility that support healthier, safer, more sustainable environments.

Public transport investment

A number of important transport investment programmes are already taking shape including the increase of rail capacity by re-opening routes and stations to local passenger services; the expansion of the Midland Metro network and the introduction of Sprint rapid transit buses.

The extension to the Midland Metro network will triple in size over the coming years with £1.3 billion investment connecting more people to employment, leisure and education opportunities.

Sprint services will deliver high frequency services on main commuter routes with predictable journey times and dependable timetables. Seven routes have been identified as Sprint corridors with the first phase planned to be delivered in time for the 2022 Commonwealth Games.

HS2 will release capacity on existing main line services and reduce journey times from Birmingham to London to 49 minutes. A complementary package of connectivity improvements will ensure that the benefits of HS2 are spread wide driving further economic growth and generating more employment opportunities.

Significant rail investment is also being undertaken locally and regionally including re-introducing passenger services on the Camp Hill, Birmingham East-Tamworth-Nuneaton and Sutton Park lines.

These new local services and stations will be enabled by delivery of the Midlands Rail Hub which will also improve regional connectivity between Birmingham, Worcestershire and Herefordshire and between Birmingham, Leicester, Nottingham and the East Midlands.

Commonwealth Games

Birmingham 2022 offers a unique opportunity to boost the profile and economy of the West Midlands region.

This accelerated investment in development, housing and transport will deliver a range of benefits both during the games and over the longer term.

Future technologies

As one of the world's great car industry centres, Birmingham led the way in the rise of popular, private motoring. It is now entirely appropriate that manufacturers and research centres across the region are leading the way out of the age of the car through the development of advances in transport technology that will have global consequences.

Current initiatives include the development of autonomous vehicles and advanced electrical battery technology. The West Midlands is seeking to be an international test-bed for Connected Autonomous Vehicles (CAV) with early pilots already taking place.

Network management

New technology is making data collection and analysis quicker and easier to understand, helping us develop a more detailed understanding of our road network. It will allow us to respond to incidents on the road network more quickly, keeping roads safe and clear and keeping Birmingham moving.

Alongside the development of a Regional Transport Coordination Centre (RTCC), multi-partner coordination and monitoring will support the review of current data on the Key Route Network (KRN). This will provide insight into performance, congestion, preventable disruption and roadworks, to improve the management of the KRN.

Travel demand management

A co-ordinated demand management approach between Birmingham City Council and partners including Transport for West Midlands and neighbouring local authorities is essential in managing journeys and supporting highway project delivery. Individuals' journeys as well as freight movements can be managed to make the most of the road network, and where possible make a decision to utilise another way of travelling. Encouragement to public transport, walking and cycling should be the first approach, followed by re-routing, re-timing and removing journeys particularly in areas of highway works and disruption.

Freight movements can also be managed by creating a well-integrated freight distribution system to support the sustainable and efficient movement of goods – this will reduce the number of trips on the network – helping with congestion and air quality.





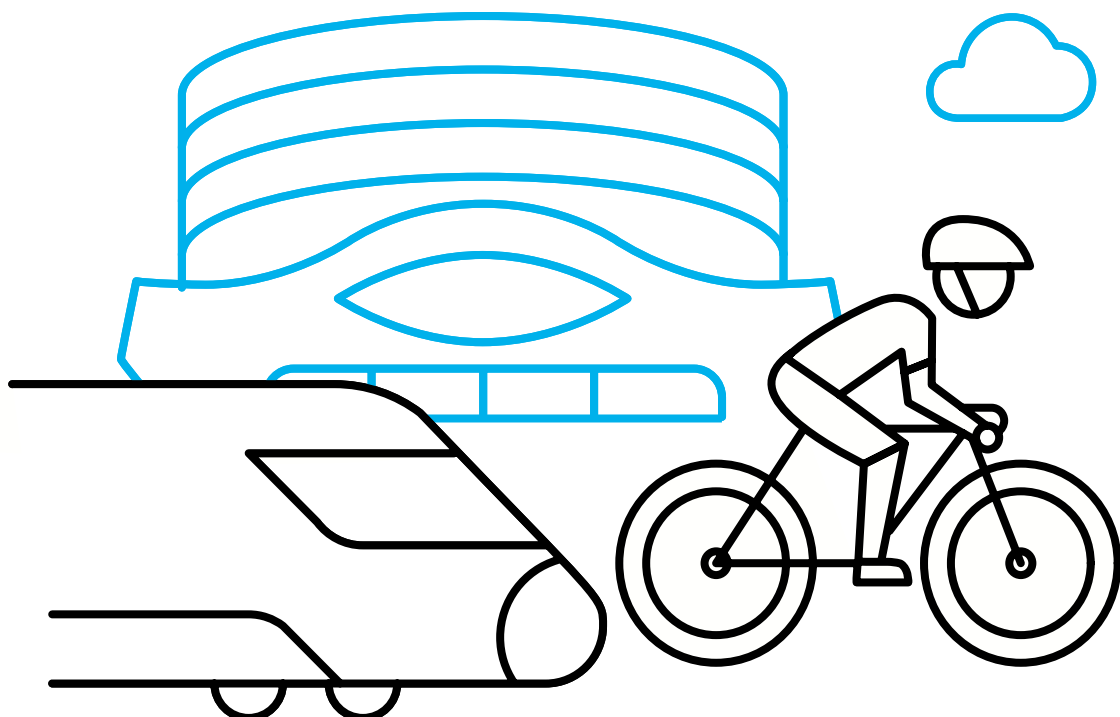
Vision

The vision for Birmingham's transport is for a sustainable, green, inclusive, go-anywhere network.

Safe and healthy environments will make active travel – walking and cycling – the first choice for people making short journeys.

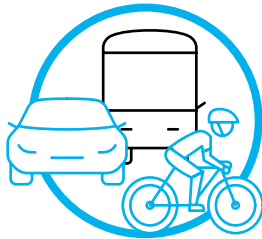
A fully integrated, high quality public transport system will be the go-to choice for longer trips.

A smart, innovative, carbon neutral and low emission network will support sustainable and inclusive economic growth, tackle climate change and promote the health and well-being of Birmingham's citizens.



This future vision will be secured through the delivery of a series of big moves.

BIG MOVES



Reallocating road space

The allocation of road space will change away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move around the city.



Transforming the city centre

The city centre of Birmingham will be transformed through the creation of a network of pedestrian streets and public spaces integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.



Prioritising active travel in local neighbourhoods

Active travel – walking and cycling – will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.



Managing demand through parking measures

Parking will be used as a means to manage demand for travel by car through availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

Reallocating road space

The allocation of road space will change away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move about the city.

Rationale

The growth in the number of vehicles on the road needs to be contained and managed. The increasing number of trips on the network contributes to increased congestion and poor air quality. The way we move around the city needs to change in order to deliver sustainable economic growth and move people around the city in a sustainable manner including walking and cycling.

Fact file:

- Around 259 million journeys were made on local bus services in the West Midlands in 2017/18: around seven million less bus journeys than the previous year.
- A quarter of all car journeys undertaken by Birmingham residents are for less than a mile. (2011 Household Transport Survey).
- Air pollution is a contributory factor to 900 early adult deaths in Birmingham each year (Public Health England 2014).
- In 2018, 7.3 million passenger journeys were made using the Metro – one million more than in the previous year.

Increasing road efficiency

All road space is a precious commodity. When compared to other modes of transport, cars are inefficient in terms of the amount of space they take up – both on our roads and in car parks – and the number of people they move around. This is especially true when the driver is the sole occupant.

The impact of over-reliance on private cars has huge and damaging impacts on the lives of people who live and work in Birmingham as well as those who visit the city.

Too often in the city's recent past, places have been designed for cars and not people. Redressing the balance holds the potential to create environments where people come first and where travelling around is enjoyable not intimidating.

Congestion caused by cars results in delayed public transport journeys and reduces the flow of freight and commercial vehicles vital to the day-to-day business life of Birmingham. Buses are Birmingham's most heavily used form of public transport but journey times can be unpredictable and passenger levels have been falling.

Improved bus services are needed to ensure that access to opportunities for employment, education and training is equitable across the whole of the city, particularly in areas where no other form of public transport is available.

Birmingham City Council is also actively involved in further initiatives to bring better coordination and planning of events likely to impact on the movement of people and freight on our highways – for example through the use of streetworks permits to minimise how journeys are disrupted by carriageway occupation, temporary closures and restrictions, and by construction traffic. This is vital at a time of intense activity affecting Birmingham city centre and the West Midlands Key Route Network.

Reducing levels of air pollution

Road transport currently accounts for 80% of NO₂ emissions and a third of CO₂ emissions in Birmingham. The new process of allocating road space will concentrate on prioritising modes of travel that deliver the most benefit in terms of supporting growth, expanding accessibility and creating healthy, safe environments. Alternative cleaner fuels will become the norm to support air quality and climate change.

Future programmes will support the introduction and supply of cleaner fuels contributing to air quality improvement. These developments include Tyseley Energy Park - a state of the art refuelling hub providing facilities for hydrogen, compressed natural gas (CNG) and electric vehicles.

BCC will support potential trials involving a new generation of electrically powered scooters designed to carry one or two people for short distances within built-up areas. These types of micro-mobility vehicles are becoming common in cities across Europe and the USA but are yet to make a UK impact.

Digital

Mobile applications can make it simpler and easier, particularly for people with disabilities, to book and pay for transport with a single transaction supporting journeys that combine several modes. Emerging transport models such as shared ownership and use of cars or freight consolidation together with up to date mapping of electric vehicle charging infrastructure are also supported by digital communications platforms.

The development of a Regional Transport Coordination Centre (RTCC) will improve the management of the road network across local authority boundaries within the West Midlands. This will create a coordinated, multi-agency operation during major events, incidents and construction activities and improve people's journeys by reducing congestion and keeping the network flowing as best as possible.

Key Delivery Components

- A phased delivery of a bus and Sprint rapid transit network with the first phase to be delivered in time for the 2022 Commonwealth Games including:
 - o A34 Walsall to Birmingham
 - o A45 Birmingham to Airport and Solihull
- An extended Metro network connecting the city centre, local and mainline train services including HS2. Extensions include:
 - o Edgbaston extension late 2021
 - o Birmingham Eastside extension
 - o East Birmingham to Solihull extension
- Enhanced public spaces by remodelling urban centres including:
 - o Sutton Coldfield
 - o Northfield
 - o Stechford
- Delivery of new segregated routes along main commuter corridors to meet Birmingham Cycle Revolution (BCR) target of 5% of all trips by 2023 and 10% of all trips by 2033.
- Support TfWM with the delivery of the RTCC.

Transforming the city centre

The city centre of Birmingham will be transformed through the creation of a network of pedestrian streets and public spaces integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.

Fact file:

- Birmingham welcomed 41.8 million visitors in 2017 bringing a visitor spend of £7.1 billion (Global Tourist Solutions research 2018).
- One in ten West Midlands jobs are in tourism.
- The UK Committee of Climate Change has suggested a 44% reduction in emissions from the transport sector by 2030. This includes 60% of all new cars and vans being Ultra Low Emission Vehicles.

Rationale

The transport network has a crucial role to play in delivering inclusive growth. Better public transport can help connect more people to employment opportunities, improve the viability of living in the city centre through releasing more land for homes from the loss of car parks and also crucially by helping people to lead healthy lives and function even as the city centre continues to grow.

Birmingham city centre is currently the subject of a number of large scale redevelopment projects that, together, constitute one of the most exciting and comprehensive urban transformations in Europe. Paradise, Smithfield, Snow Hill and Eastside will all be delivered by 2031 bringing many thousands of new jobs, new retail and leisure space and new public domain. Residential developments are attracting more people to live at the heart of the city. The city centre is also Birmingham's shop window to the outside world attracting millions of visitors each year.

Supporting inclusive growth

A radical overhaul of transport within the city centre and between the city centre and outlying areas is required to connect more people to employment opportunities. The city centre is already a major employment location for workers from across the city and beyond - particularly from south Staffordshire, north Worcestershire, the Black Country, Solihull, Coventry and Warwickshire.

Heavy road traffic congestion during peak weekday periods coupled with limited capacity on public transport networks is the current cause of disruption and variable journey times.

This particular Big Move will help ensure that public transport will be the preferred choice for most people travelling into and out of the city centre. Improvements and extensions to bus, bus rapid transit, train and tram networks including prioritisation over private car travel will reduce the negative impact that congestion and travel disruption has on productivity. Introducing new routes for trams, rapid transit buses and passenger trains will deliver equitable access to opportunities for the benefit of both job seekers and employers.

Improving air quality

The introduction of the Clean Air Zone and resulting improvements to air quality is of benefit to everyone – workers, visitors and residents. Through legally-binding agreements with bus operators, we will move steadily towards a zero emissions fleet.

Taxis and private hire cars that meet emissions standards will also make a valuable contribution to the integrated transport system. Birmingham's Licensing and Public Protection Committee has approved a series of new policies to regulate the number and nature of taxi and private hire vehicles it will licence from January 2020, in preparation for the introduction of the Clean Air Zone.

Major improvements will be carried out to rail stations, including Snow Hill and Moor Street, and to rail layouts to provide increased passenger capacity and better connectivity.

Within the city centre, the development of new public squares, linear parks and wide, level, traffic free boulevards will support walking and cycling as the main means of getting around. The reintroduction of cross city buses will reduce bus mileage in the city core, reduce pressure on kerb space and provide improved penetration and accessibility by public transport in the city centre.

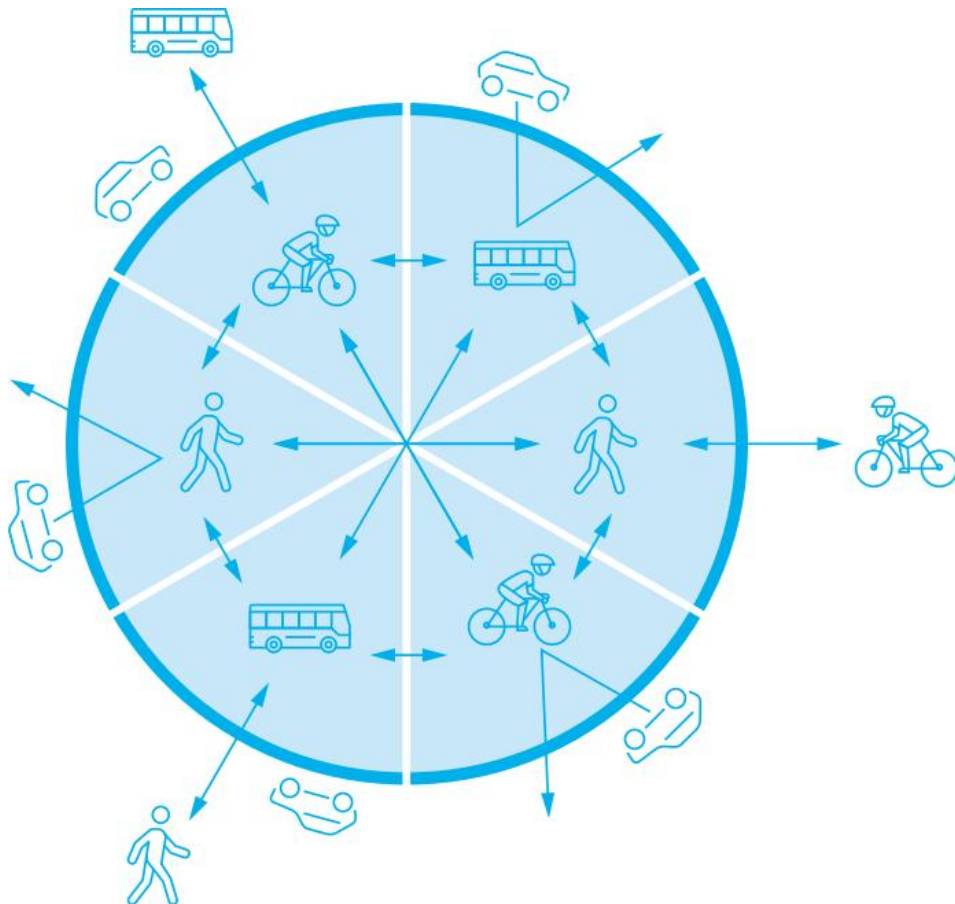
Supporting the growth of the city centre as a place to live

The way that traffic flows are managed within the city centre will be remodelled to discourage through trips by private vehicles without impacting on service vehicles. Access will be maintained for logistics and service vehicles but freight journeys will be concentrated on out-of-hours periods.

The end result will be a new city centre environment which will allow people to meet, relax and take time to enjoy the sights as well as navigate their way on foot without difficult road crossings.

Key delivery components

- Traffic cells initiative including access restrictions and signage within the A4540 Middleway to restrict through trips by private vehicles. Links within the city centre and across the Middleway are improved for public transport, walking and cycling.



- Different options for the central section of the A38 will be considered. This might include re-routing it to an upgraded ring road, meaning that vehicles on journeys passing through the centre of Birmingham would be kept clear of the city centre. This, in turn, would deliver:
 - o Improved connectivity because the A38 no longer acts as a restrictive barrier splitting the city centre and hampering growth
 - o Reductions in emission levels and consequential air quality improvements in the city centre
 - o A more balanced approach to maintaining traffic flows
 - o The freeing up of the central section of the A38 transport corridor enabling a range of long term, future uses including green spaces, active travel and public transport infrastructure.
- Reintroduction of cross city buses.
- Development of new public open spaces at Smithfield, Snow Hill and Eastside.
- Re-modelling and expansion of capacity of Snow Hill and Moor Street stations, taking passengers directly to HS2 at Curzon Street by 2031.
- Development of improved cycling and walking infrastructure and pedestrianisation supporting cross city centre navigation and connectivity with public transport hubs.
- City centre access for service and logistics transport to be maintained but subjected to management measures including restrictions on daytime deliveries and support for consolidation initiatives
- Increasing numbers of residential units (estimated 12,800 new homes) in the city centre through the promotion of development opportunities from the release of Council owned car parks.

Prioritising active travel in local neighbourhoods

Active travel – walking and cycling – will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.

Fact file:

- More than one in four of Birmingham's residents is obese – the highest instance in the UK. (University of Birmingham)
- Around a third of adults in Birmingham spend less than 30 minutes each week on physical activity. (2017 West Midlands on The Move)
- Regular cycling to work is associated with a 45% lower risk of developing cancer and a 46% lower risk of developing heart disease compared to commuting by car or public transport. (2017 BMJ: Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study)
- The average Birmingham driver lost 134 hours in congestion in 2018 (INRIX).

Rationale

Ending the dominance of cars on streets in residential neighbourhoods and around schools will increase active travel levels, improve air quality and reconnect communities. It will also provide important support for the wider regeneration of local centres stimulating economic growth and employment opportunity. Transport plays an important role in connecting new residential neighbourhoods and local centres, providing sustainable and active forms of travel.

Quality of life

Birmingham's road network occupies a large proportion of the city's public space. The experience that people have on Birmingham's streets has a defining influence on quality of life affecting health, well-being, safety, income and opportunity.

Streets are places where people and communities connect and interact. They are particularly important to children as places to exercise and play, to older people at risk of isolation and loneliness, to people with disabilities and long term illnesses and to those living on lower incomes with no access to private car ownership.

Supporting housing growth

Improving access to public transport will help us to create higher-density, mixed use, sustainable places that make the most of the land that we have available.

People living in more densely developed places are less likely to use a car particularly where they can access high quality public transport.

Birmingham's continuing growth is stimulating increased demand for new, affordable housing across the city. The Birmingham Development Plan has identified capacity for around 45,000 homes in existing urban areas in the period to 2031 including bringing vacant properties back into use and utilising former industrial sites. The development of a further 6,000 homes over the same period is proposed in more outlying locations.

New residential neighbourhoods are being developed in a number of strategically important locations including Langleigh, Bordesley, Selly Oak/South Edgbaston, Longbridge and Greater Icknield. Transport is a vital factor in unlocking the potential of these new neighbourhoods as well as supporting connectivity between the 70 local centres that already exist in Birmingham.

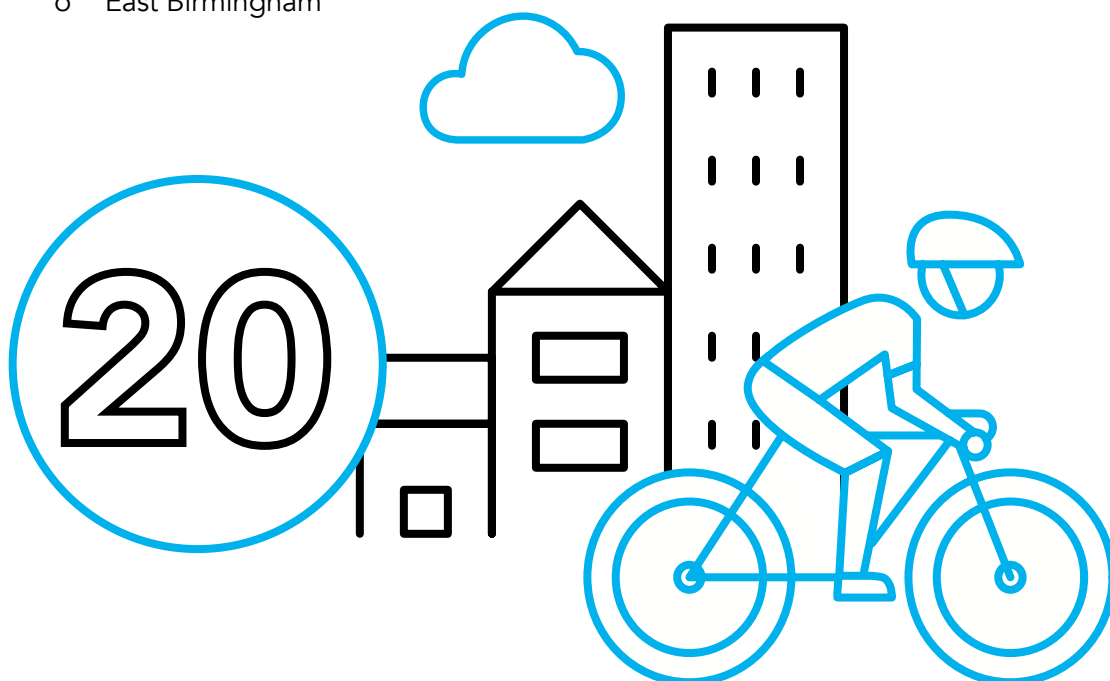
Our Green Travel District approach has been piloted in a number of areas over the last few years. Lessons learned from this will inform new developments in local centres.

Improving health and wellbeing

Walking and cycling are the healthiest ways to travel – either for entire local journeys or as part of longer trips involving other modes such as public transport. A key element of improving cycling and pedestrian infrastructure is to ensure connectivity to local access points for mass transit services including bus, Sprint rapid transit, tram and train. Improving walking environments make streets inclusive for all and help older people and people with disabilities travel around the city. Promoting active travel will support improvements in individuals' health, help to bridge health inequalities between advantaged and disadvantaged communities and contribute to Birmingham's commitment to tackle climate change and prosper environmentally as well as economically.

Key delivery components

- Introduce 20mph as the default speed limit for all residential streets and local centres in Birmingham.
- Implement “Schools Streets” measures across the city to restrict car speed and access, manage parking around school locations and to encourage active travel for pupils.
- Every school in Birmingham will be registered and active with Modeshift STARS, the nationally accredited travel planning tool.
- Integrate active travel and road space allocation guidelines into the process of master planning for all future residential developments and infrastructure schemes in Birmingham.
- Management of logistics and service journeys to local centres to concentrate on “out of hours” periods.
- Pedestrian crossings improvements programme.
- Actively support and complement the city council’s strategic principles for residential development around transport hubs.
- Develop Green Travel Districts in key growth areas and local centres including:
 - o Perry Barr
 - o Sutton Coldfield
 - o East Birmingham



Managing demand through parking measures

Parking will be used as a means to manage demand for travel by car through availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

Fact file:

- Across the UK, there are six cars for every ten people but the average car sits unused for 96% of the time. (Space Out: Perspective on Parking Policy, RAC Foundation, July 2012)
- Sections of the A34 Stratford Road in Birmingham were among the UK's ten most congested roads in 2018. (INRIX)

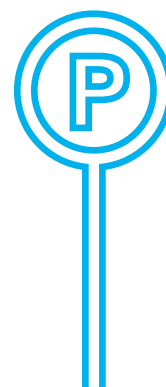
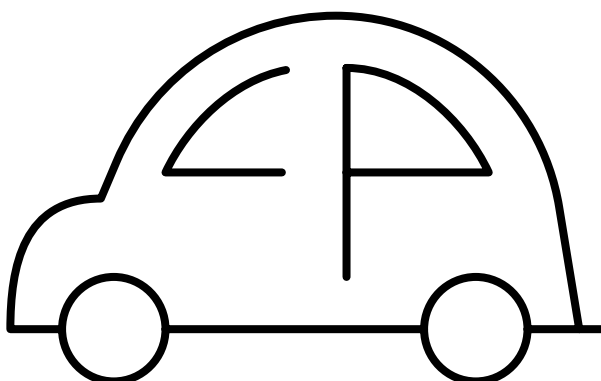
Rationale

All car journeys begin and end with parking. Therefore, managing demand for parking is a central means of managing demand for travel by private vehicle. Managing the demand for parking rests on four tests:

- How many parking spaces are available?
- For how long is parking available?
- Who is parking available to?
- How much does it cost?

Getting the balance right between the four parameters will help to manage demand for parking and, ultimately, management of the demand for travel by car.

The objective is to introduce a more precise and consistent method of parking demand management which supports the delivery of a transport system reducing emissions and congestion while underpinning Birmingham's sustainable growth agenda.



User groups

The framework for future decision making needs to take into account the differing needs of user groups – for example motorists with disabilities – as well as characteristics that vary by location. However, guiding principles will include:

- Commuter car parking will be limited in areas which are well served by public transport – for example the city centre.
- On-street parking space will be prioritised for users with disabilities, cyclists, car clubs and other sustainable modes.
- Public transport and cycling provision will be prioritised over car parking provision.
- Parking will be restricted outside schools for air quality and road safety reasons.

Land use

Across England's largest cities, including Birmingham and the West Midlands, between 15% and 30% of available land is taken up by car parking.

This is land that could be used for building new homes or commercial developments or opened up as new, green public spaces.

An important consequence of reducing over-reliance on travel by private car is to reduce the need for parking spaces. This means that in strategically important locations such as the Enterprise Zone covering central Birmingham, valuable land in short supply can be used in the most productive way possible.

Enforcement

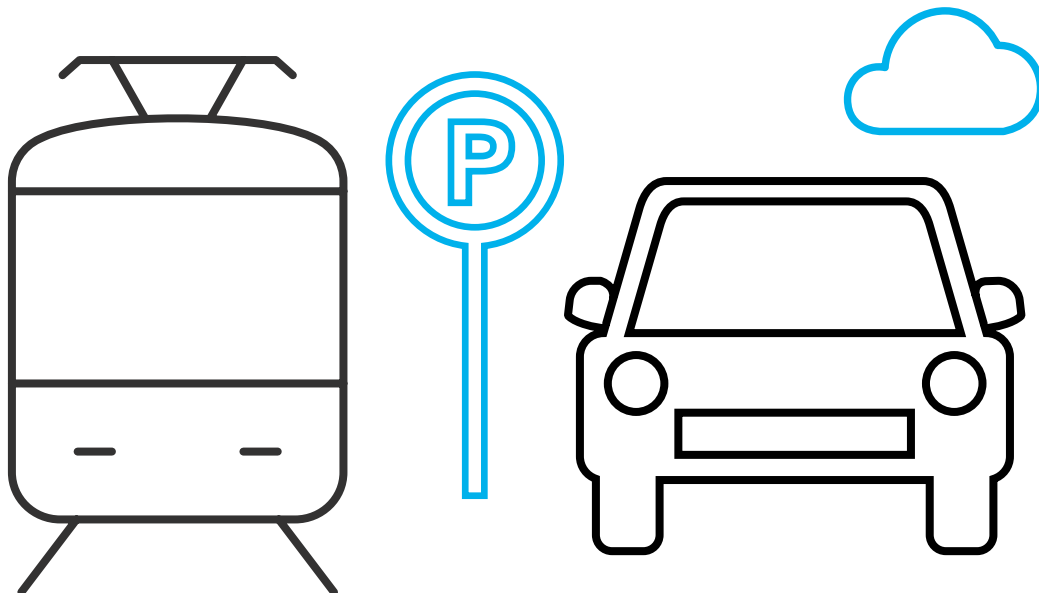
Restrictions will be supported by focused and pro-active enforcement with the targeted use of fixed penalties. The city council is committed to working with its partners - including West Midlands Police - to ensure that enforcement is reasonable and supportive of the sustainable growth of the city.

Parking costs

The city council will work with partners and public transport operators to establish and manage the explicit linkage between level of parking cost and public transport fares. This is to ensure that using public transport is a more competitive and attractive mode of transport in comparison to lower occupancy private cars. We will aim to engage and work with private and commercial providers of non-residential parking with the potential for them to support and fund sustainable transport provision as part of their contributions towards the wider agenda addressing climate change.

Key delivery components

- Progress the feasibility study into a Workplace Parking Levy (WPL) under which employers are charged an annual fee for each workplace parking space they provide.
- Re-invest any funding raised through a WPL to contribute towards the delivery of:
 - o East Birmingham Metro Extension
 - o Pedestrianisation of the city centre and Moor Street
 - o Snow Hill Growth Strategy including transformation of the A38 and investment in public transport
 - o Cycle routes and canal improvements
- Controlled Parking Zones (CPZ). Birmingham already has some CPZs in place and plans to extend these to remove free car parking from within the A4540 Middleway, from neighbourhoods on its outskirts and from local centres.
- Parking Supplementary Planning Document (SPD). This aims to set out a strategy to manage parking provision across Birmingham as well as revising parking standards for planning applications. Wherever possible, the Council will seek to protect the overall levels of disabled parking provision in easily accessible locations.
- Park and Ride provision at suitable locations outside the city centre to support public transport connectivity.
- Release of car parks for more efficient uses such as development.



Delivery Plan

The process of converting Birmingham Transport Plan thought into Birmingham Transport Plan deed will require strong partnerships and the active participation of stakeholders including the travelling public.

Birmingham City Council is committed to leading the transformation of transport in support of the sustainable growth of the city and the health, wealth and happiness of its residents, workers and visitors.

Partnership working

There is a history of partnership working in Birmingham and the implementation process is anticipated to continue to be driven forward and co-ordinated through joint working between Birmingham City Council, West Midlands Combined Authority, neighbouring local highway authorities, local residents, business communities and other key organisations who have a stake in the future of transport in Birmingham.

Integrated delivery

With numerous large scale projects being delivered across Birmingham over the next decade, it is important that an integrated approach between public and private sector delivery bodies is taken to minimise the impacts as much as possible.

Next steps

Following public consultation on this draft transport plan, comments will be considered and any necessary changes will be made prior to its adoption as a policy document.



Key

Reallocating road space

Prioritising active travel in local neighbourhoods

Transforming the city centre

Managing demand through parking measures

Big Move	Location	Scheme description	Lead organisation	Timeline											
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031+
	City centre	Clean Air Zone and Additional Measures	BCC												
	City centre	Traffic cells initiative	BCC												
	Citywide	LCWIP cycle improvements	BCC												
	Citywide	LCWIP pedestrian improvements	BCC												
	Citywide	20mph limit across the city	BCC												
	City centre	Snow Hill Growth Strategy, including Birmingham Ring Road Project	BCC												
	Eastside	Birmingham Eastside Metro Extension	TfWM												
	City centre	Birmingham Westside Metro Extension	TfWM												
	East Birmingham	East Birmingham to Solihull Metro Extension	TfWM												
	City Wide/Regionally	Future expansion of the Metro Network	BCC/TfWM												
	Nationally	HS2- Phase 1	HS2												
	Citywide	Future New Railway Stations	TfWM/WMR												
	Kings Heath/ Moseley/ Hazelwell	Camp Hill railway reopening	TfWM/WMR												
	Selly Oak/Edgbaston	University Station Upgraded	TfWM/WMR												
	City centre	One Station	BCC												
	City centre	Workplace Parking Levy	BCC												
	Citywide	Controlled Parking Zones (CPZ)	BCC												
	Citywide	Birmingham Parking Supplementary Planning Document	BCC												
	Citywide	Sprint - Phase 1	TfWM												
	Citywide	Sprint - Subsequent Phases, including Birmingham to Sutton Coldfield via Langley	TfWM												
	Citywide	Cross city bus routes	TfWM												
	Citywide	Public Transport Priority Schemes	TfWM/BCC												
	Citywide	Remodelling urban centres	BCC												
	City centre	Public Realm Enhancements	BCC												
	Perry Barr	Perry Barr Regeneration Scheme	TfWM/BCC												
	Regionally	Regional Transport Coordination Centre	TfWM												
	Langley and Piddimore	Enabling Inclusive Growth	BCC												
	Citywide	Local Measures - Safety, Performance, Integration schemes	BCC												
	Regionally	Alternative Fuels and Innovation	BCC/Partners												

For full list of schemes please refer to annual capital programme

Contact:

Transport & Connectivity
Inclusive Growth Directorate
Birmingham City Council

Email:

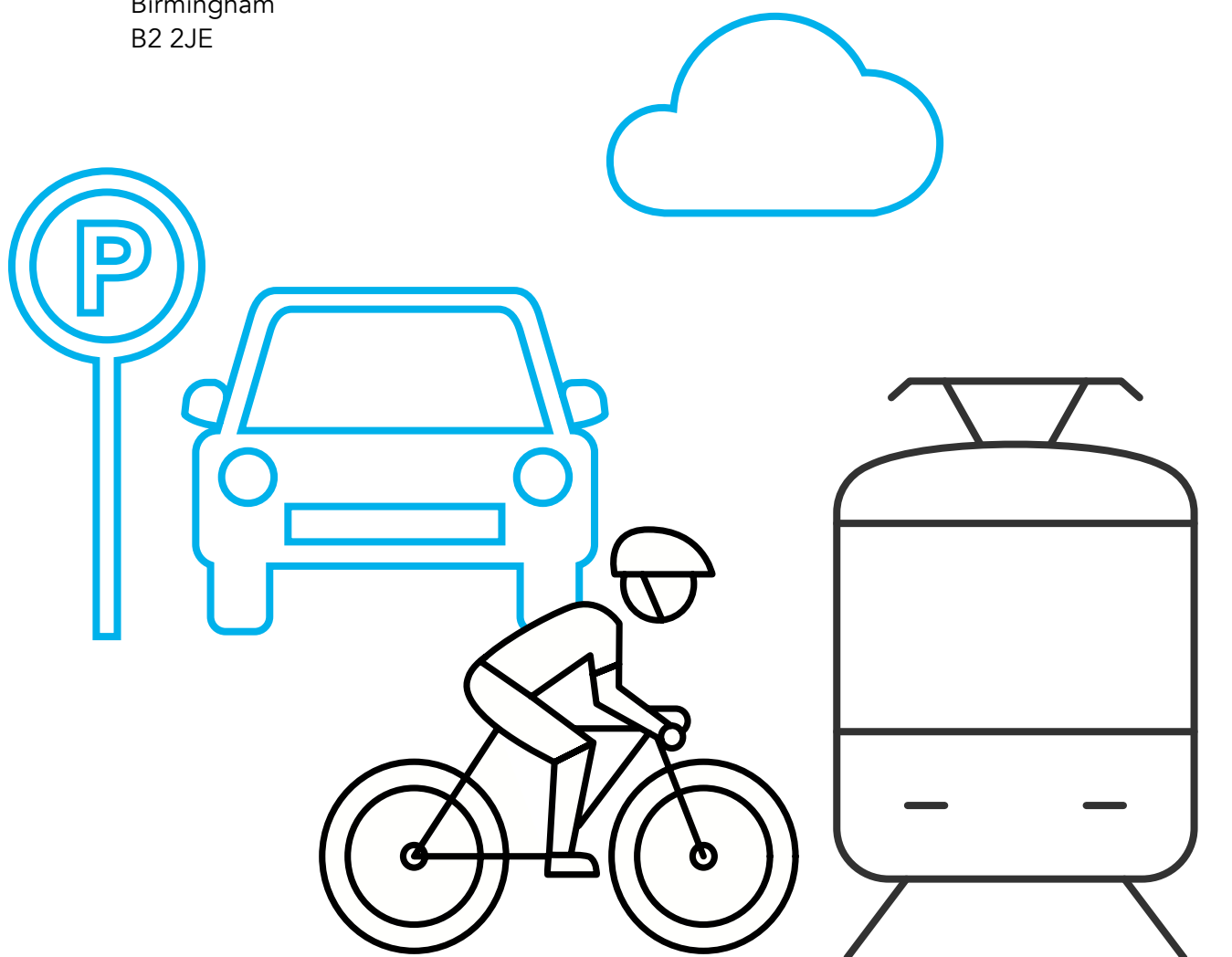
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Birmingham City Council

City Council

4 February 2020



Subject: Motions for Debate from Individual Members

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

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

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

A. Councillors Meirion Jenkins and Alex Yip have given notice of the following Notice of Motion:-

Motion calling on Birmingham City Council to agree to adopt this motion to respond to the Audit report on Home to School Transport and to review the approach to emergency decisions.

That this Council notes with concern that despite numerous warnings to the Leader and his Cabinet, and promises of lessons learnt, we still see repeated failings in procurement, contract management, risk and project management.

The Council expresses its deep regret and concern that in case of the Home to School Transport Service, these failings - which 'indicate a poor understanding of the importance of safeguarding, inadequate safeguarding arrangements, poor management control, no real contract management, poor quality management information and an absence of KPI's' - have led to some of the City's most vulnerable children being placed at a very serious risk of harm.

The Council believes that this pattern of failure stems from deeply rooted organisational and cultural shortcomings, ultimate responsibility for which rests with the political leadership of the Leader and his Cabinet. The Executive must henceforth treat Scrutiny and Audit with the respect they deserve, providing transparent and timely information and acting upon their suggestions and concerns.

The Council further believes that, looking forward, the concerning findings from the Home to School Transport Audit need to mark a turning point in the management of

supplier relationships. The Council must be transparent with members, monitoring and reporting shortcomings on a regular basis and especially at the points of signing and renewing contracts. Good governance and transparency should not be negotiable.

The Council agrees to consider, as part of the Annual refresh of the Constitution, modifying the constitution such that emergency powers and officer delegations (to sidestep the call in and cabinet process) can only be used where there is a risk of death or injury or where technical or engineering considerations mean that urgent action is required. Notwithstanding the above, no situation may be treated as urgent if it has only become urgent as a consequence of inaction by the Executive having already known of the circumstances that give rise to the urgency. No situation may be treated as urgent simply because of the status of the Council's or a third party's negotiating position.

The Council requests:

- The Executive issue a formal apology to the children and parents of the Home to School Transport Service for the failings that have exposed these children to such unacceptable risks.
- The Executive to report to Scrutiny giving a full account of the number of children placed at potential risk on journeys undertaken when accompanied by staff without appropriate checks, on vehicles not appropriately checked, or on routes the council were not aware of.
- The Executive to report to all Members on the outstanding matters in the Audit report, including invoicing arrangements with ATG;
- Where lawful, to not enter into any contract clauses which limit the ability of the council to properly hold the supplier to account and/or share shortcomings with members.
- The Executive commits to reset its relationship with Scrutiny and Audit Committees by being more open and proactive in sharing issues in advance, however challenging, and genuinely reflecting and acting upon their contributions. In any event, promptly bring to the attention of the next Audit and Scrutiny committee when Executive or officers gain knowledge that any contract in excess of £1m is under performing by more than 5% of the budget or contract performance criteria.
- The Executive commits to the timely production of information in a way that focuses on due process and transparency, and not media management.

The Council further agrees to consider, as part of the Annual refresh of the Constitution, modifying the constitution such that emergency powers and officer delegations (to sidestep the call in and cabinet process) can only be used where there is a risk of death or injury or where technical or engineering considerations mean that urgent action is required.

B. Councillors Roger Harmer and Morriam Jan have given notice of the following Notice of Motion:-

Motion: Calling on Birmingham City Council to agree to adopt this motion to lobby Central Government to reform the local electoral voting system.

“This Council believes it is vital that the results of elections to Birmingham City Council represent the views of the communities we serve as closely as possible.

Therefore, this Council seeks to ask Government to reform the local electoral system for elections to Birmingham City Council to the Scottish system of Single Transferable Vote within multi member wards, which delivers a far fairer result, maintains the link between Councillors and communities and imposes a threshold of support that parties must pass to secure representation in any area

Reforming the electoral system, in such a way, will not only produce a fairer result. It will also make elections competitive in every part of the City, whatever the national political background, radically reduce the need for tactical voting and give an opportunity for residents to choose between candidates from the same party.

This Council therefore resolves to:

- write to the Cabinet Office to ask Government to reform the electoral system for elections to Birmingham City Council to the Scottish system of Single Transferable Vote within multi member wards.”

