MEETING OF BIRMINGHAM CITY COUNCIL
2 FEBRUARY 2021

MINUTES OF THE MEETING OF BIRMINGHAM CITY COUNCIL HELD ON TUESDAY, 2 FEBRUARY 2021 AT 1400 HOURS AS AN ON-LINE MEETING

PRESENT:- Deputy Lord Mayor (Councillor Yvonne Mosquito) in the Chair.

Councillors

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

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NOTICE OF RECORDING

19433 The Deputy 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 Deputy 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.

The Deputy Lord Mayor requested that Members ensure that their video cameras are switched off unless called to speak and that their microphone is switched off when they are not speaking.

The Deputy Lord Mayor advised Members that If they wished to speak, to indicate by using the Raise your Hand button and wait to be invited to speak and to state their name at the start of every contribution.

The Deputy Lord Mayor requested Members not to use the chat function unless they were having technical difficulties.

DECLARATIONS OF INTEREST

19434 The Deputy Lord Mayor reminded Members that they must declare all relevant pecuniary and non-pecuniary interests relating to any items of business to be discussed at this meeting

Any declarations would be recorded in the minutes of the meeting.

MINUTES

Councillor Majid Mahmood referring to page 4510 of the minute indicated that the site of the former Beaufort Special School on Coleshill Road was in the Washwood Heath Ward when it was in the Bromford and Hodge Hill Ward. He continued that on page 4531 there was reference to a Hodge Hill Ward which no longer existed, Hodge Hill being the Constituency. He requested that the reference be changed to the Bromford and Hodge Hill Ward and that officers confirm that the information relates to that Ward.

It was moved by the Deputy Lord Mayor, seconded and –

19435 **RESOLVED:-**

That, subject to the above, the Minutes of the meeting held on 12 January 2021 having been circulated to each Member of the Council, be taken as read and confirmed and signed.

LORD MAYOR'S ANNOUNCEMENTS

Death of Former Lady Mayoress Jean Turner

The Deputy Lord Mayor indicated that her only announcement was a sad one as she had to inform Members of the death of former Lady Mayoress Jean Turner, who passed away last Tuesday.

The Deputy Lord Mayor noted that Jean served alongside her husband Honorary Alderman Bill Turner deceased, who was Lord Mayor of Birmingham 1991 to 1992; and leaves behind their son Gary.

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

19436 **RESOLVED**:-

That this Council places on record its sorrow at the death of former Lady Mayoress Jean Turner and its appreciation of her devoted service to the residents of Birmingham; it extends its deepest sympathy to Gary and other members of the family in their sad bereavement.

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 Deputy Lord Mayor, seconded and -

19437 **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 Deputy Lord Mayor, seconded and -

19438 **RESOLVED**:-

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

QUESTION TIME

19439 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.

UPDATE ON BIRMINGHAM CITY COUNCIL'S RESPONSE TO COVID-19

The following report of the Cabinet was submitted:-

(See document No 3)

The Deputy Leader, Councillor Brigid Jones moved the recommendation, which was seconded by the Leader, Councillor Ian Ward.

A debate ensued

The Deputy Leader, Councillor Brigid Jones replied to the debate.

The recommendation having been moved and seconded was agreed.

It was therefore-

19440 **RESOLVED**:-

That the report be noted.

LEAD MEMBER REPORT: WEST MIDLANDS FIRE AND RESCUE AUTHORITY

The following report of the Lead Member: West Midlands Fire and Rescue Authority was submitted:-

(See document No 4)

Councillor Zafar Iqbal moved the recommendation, which was seconded by Councillor David Barrie.

A debate ensued

Councillor Zafar Iqbal replied to the debate.

The recommendation having been moved and seconded was agreed.

It was therefore-

19441 **RESOLVED**:-

That the report be noted.

At this point in the meeting Councillor Peter Fowler advised that Captain Sir Tom Moore had passed away and the Leaders of the Labour, Conservative and Liberal Democrat groups, together with Councillor Pritchard, paid tribute to him.

ADJOURNMENT

It was moved by the Deputy Lord Mayor, seconded and

19442 **RESOLVED**:-

That the Council be adjourned until 1640 hours on this day.

The Council then adjourned at 1625 hours.

At 1642 hours the Council resumed at the point where the meeting had been adjourned.

ANNUAL REPORT - AUDIT COMMITTEE

The following report of the Chair of the Audit Committee was submitted:-

(See document No 5)

Councillor Fred Grindrod moved the motion, which was seconded by Councillor Paul Tilsley.

A debate ensued during which following a speech from Councillor Meirion Jenkins the Deputy Lord Mayor reminded him not to identify officers. Councillor Jenkins noted that he had not named any officers but apologised if it was thought officers could be identified from the title he used. Councillor Liz Clements queried whether Councillor Meirion Jenkins should withdraw his remarks about Councillor Fred Grindrod's independence in Chairing the Audit Committee. Councillor Jenkins clarified that he was not suggesting that his comments applied to Councillor Grindrod particularly, but he was making general comments.

Councillor Fred Grindrod replied to the debate.

The Motion having been moved and seconded was agreed.

It was therefore-

19443 **RESOLVED**:-

That the report be noted.

SCRUTINY INQUIRY: REDUCING FLY-TIPPING

The following report of the Housing and Neighbourhoods Overview and Scrutiny Committee together with an Executive Commentary was submitted:-

(See document No 6)

Councillor Penny Holbrook moved the motion, which was seconded by Councillor Deirdre Alden.

In accordance with Council Rules of Procedure, Councillors Adam Higgs and Gareth Moore gave notice of the following amendment to the Motion:-

(See document No. 7)

Councillor Adam Higgs moved the amendment which was seconded by Councillor Gareth Moore.

A debate ensued

Councillor Penny Holbrook replied to the debate.

The amendment in the names of Councillors Adam Higgs and Gareth Moore having been moved and seconded was put to the vote and, by the recorded vote set out below, was declared to be lost.

For the amendment (30)

Deirdre Alden	Peter Fowler	Ewan Mackey
Robert Alden	Eddie Freeman	Gareth Moore
David Barrie	Roger Harmer	Simon Morrall
Baber Baz	Adam Higgs	David Pears
Matt Bennett	Charlotte Hodivala	Julien Pritchard
Zaker Choudhry	Jon Hunt	Ron Storer
Debbie Clancy	Timothy Huxtable	Mike Ward
Maureen Cornish	Morriam Jan	Suzanne Webb
Adrian Delaney	Meirion Jenkins	Ken Wood
Neil Eustace	Bruce Lines	Alex Yip

Against the amendment (51)

Akhlaq Ahmed
Mohammed Aikhlaq
Alex Aitken
Kate Booth
Sir Albert Bore
Nicky Brennan
Marje Bridle
Mick Brown
Tristan Chatfield
Liz Clements
John Cotton
Phil Davis
Diane Donaldson
Barbara Dring
Jayne Francis
Fred Grindrod
Paulette Hamilton
Kath Hartley
Penny Holbrook
Mahmood Hussain
Shabrana Hussain
Mohammed Idrees
Zafar Iqbal
Ziaul Islam
Kerry Jenkins
Julie Johnson
Brigid Jones
Nagina Kauser
Mariam Khan
Zaheer Khan
Narinder Kaur Kooner
Chaman Lal
Mike Leddy
Mary Locke
Majid Mahmood
Zhor Malik
Karen McCarthy
Saddak Miah
John O'Shea
Robert Pocock
Hendrina Quinnen
Carl Rice
Kath Scott
Shafique Shah
Mike Sharpe
Sybil Spence
Martin Straker Welds
Sharon Thompson
Lisa Trickett
Ian Ward
Waseem Zaffar

Abstentions (1)

Chauhdry Rashid

The Motion as amended having been moved and seconded was put to the vote and, by the recorded vote set out below, was declared to be carried.

For the Motion (79)

Akhlaq Ahmed
Mohammed Aikhlaq
Alex Aitken
Deirdre Alden
Robert Alden
Gurdial Singh Atwal
David Barrie
Baber Baz
Matt Bennett
Kate Booth
Sir Albert Bore
Nicky Brennan
Marje Bridle
Mick Brown
Tristan Chatfield
Zaker Choudhry
Debbie Clancy
Liz Clements
Maureen Cornish
John Cotton
Phil Davis
Adrian Delaney
Fred Grindrod
Paulette Hamilton
Roger Harmer
Kath Hartley
Adam Higgs
Charlotte Hodivala
Penny Holbrook
Jon Hunt
Mahmood Hussain
Shabrana Hussain
Timothy Huxtable
Mohammed Idrees
Zafar Iqbal
Ziaul Islam
Morriam Jan
Kerry Jenkins
Meirion Jenkins
Julie Johnson
Brigid Jones
Nagina Kauser
Mariam Khan
Zaheer Khan
Mary Locke
Ewan Mackey
Zhor Malik
Karen McCarthy
Saddak Miah
Gareth Moore
John O'Shea
David Pears
Robert Pocock
Julien Pritchard
Hendrina Quinnen
Chauhdry Rashid
Carl Rice
Kath Scott
Shafique Shah
Mike Sharpe
Sybil Spence
Martin Straker Welds
Sharon Thompson
Lisa Trickett
Ian Ward
Mike Ward

Diane Donaldson
Barbara Dring
Peter Fowler
Jayne Francis
Eddie Freeman
Narinder Kaur Kooner
Chaman Lal
Mike Leddy
Bruce Lines
Suzanne Webb
Ken Wood
Alex Yip
Waseem Zaffar

Against the motion (0)

Abstentions (0)

It was therefore-

19444 **RESOLVED**:-

That the Rough Sleeping Addendum (Appendix A) is approved and the Interim Director of Neighbourhoods be authorised to publish and disseminate the document as appropriate, as part of the City's overall Homelessness Prevention Strategy.

DATE OF NEXT MEETING

19445 The Deputy Lord Mayor asked Members to note that the date of the next meeting of City Council was 23 February 2021.

The meeting ended at 1800 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 JON HUNT

A1 Commonwealth Games

Question:

Further to comments made in the local and national press by the Leader during the West Midlands Combined Authority meeting held on Friday, 15 January 2021, that while the council is working under the assumption the 2022 Commonwealth Games would go ahead and committing to spending along those lines to ensure improvement works are completed on time, could the Leader clarify these comments giving details of when such a decision will be made?

Answer:

We live in uncertain times and it is right and proper that we regularly review the situation. But acknowledging potential risks does not automatically mean they become reality and the misinterpretation of my recent comments last week ignores the balanced and sensible approach the Games Partners are taking.

As I have consistently said, we are all working towards 2022 and remain confident that the Games will go ahead, in spite of what is happening around the world with the pandemic.

The Games are a year and a half away and the vaccine roll-out means we can reasonably expect the situation to have improved dramatically by then. We will continue to monitor the situation and will of course learn from other major events scheduled to take place before July 2022.

WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR PAUL TILSLEY

A2 COVID 19 – Supermarket spot check

Question:

The Times have recently reported Council staff will be visiting supermarkets to 'spot check' and ensure they are COVID secure. Could the Leader provide full details of this initiative in the City , confirming if the results of such visits will be made available to members of the public and if so, where?

Answer:

Government Ministers have requested that Local Authorities assess how supermarkets are operating during the current lockdown, with reference to the implementation of the Covid control measures within supermarkets. This is as a result of concerns regarding the non-use of face masks within such premises and complaints of too many customers within stores.

All local authorities will be required to report their findings to the Local Government Association. The Office for Product Safety and Standards (OPSS) (part of the Business, Enterprise and Industrial Strategy Government Department) has provided local authorities with guidance for conducting these visits. The Environmental Health service will be undertaking this work for the City in the coming weeks.

Prior to this announcement, the Environmental Health Service has undertaken considerable enforcement and compliance interventions concerning supermarkets in the City Council area following whistleblowing complaints or associated Covid outbreaks. For this project a risk-based approach for visits to supermarkets has been devised as per OPSS guidance. These visits will include both the large national supermarkets and independent high street supermarkets.

Visits will be prioritised for the supermarkets that are located within hot spot areas (high positive Covid case rates). Mapping of hot spot areas has occurred, and the supermarkets identified in these areas. Visits will be carried out by City Council enforcement officers and West Midlands Police. These are programmed to be undertaken during the week commencing 8 February 2021.

The visits will be structured as detailed below, for consistency across the local authorities, nationally:

- Following the customer journey:
  - looking at whether customers' egress is managed;
  - can they access cleaning materials and hand sanitiser;
  - can they see appropriate signage;
  - can they hear the tannoy scripts, etc.

- Police will be undertaking their role by
  - challenge customers and staff for not wearing face coverings;
  - monitor customer behaviour; and,
  - support the business in relation to the management of customer behaviour.

- Enforcement officers and Police will educate customers who are not social distancing and/or shopping alone, helping to reinforce these messages;

- Enforcement officers will challenge the supermarket's management for employees not wearing face coverings and/or social distancing;

- Several national supermarkets have already shared their control measures with local authorities and enforcement officers will be checking, if Covid control measures and mitigations are being followed. If they are not being followed, this will be taken up with individual supermarkets;

- A national aide memoire of points to check will be used by officers to ensure consistency;

- The City Council will follow its enforcement policy regarding any required action for non-compliance of Covid Control measures.

It is expected that the result of the project will be reported to the Licensing and Public Protection Committee, as part of its routine open enforcement reports.

WRITTEN QUESTION TO THE DEPUTY LEADER FROM COUNCILLOR BABER BAZ

AA1 Business Grants

Question:

It has been widely publicised that one-off grants of £10,000 will be paid to 421 hospitality and leisure businesses in Birmingham which have previously missed out on Government support or require emergency intervention to protect jobs. Could the Cabinet Member confirm how many payments have now been made, including the number of businesses the grants have aided?

Answer:

To date, we have made 142 grant payments to eligible hospitality and leisure businesses, totalling £1,420,000. These are one-off grants to businesses, which means that we have supported 142 separate businesses through this scheme so far.

Of the remaining 279 identified businesses:

- 102 businesses have submitted their details, and are awaiting validation and State Aid clearance prior to payment
- 177 businesses have been contacted by email and letter, requesting them to create a BRUM account and submit a form with their details to be considered for a payment. These are businesses that have not previously made an application for business support grants, so we do not have their details on file.

We are also sharing details of eligible businesses with BIDs to help promote take up.

WRITTEN QUESTION TO THE DEPUTY LEADER FROM COUNCILLOR ROGER HARMER

AA2 Social Isolation Payments

Question:

Could the Cabinet Member give a full update of the status of Social Isolation Payments in Birmingham comprising: (a) total number of applications to date (b) total number of claims rejected and the reasons why (c) total number of payments made since December 2020 (d) total number of cases pending and (e) average time waiting for payment?

Answer:

(a) total number of applications to date

The volume of claims received by team continues to be considerably higher than the initial estimates provided by the Department for Health and Social Care (DHSC), placing significant pressure upon the service.

As of 24th January 2021, we have received 10,097 applications for Social Isolation Payments. DHSC had previously advised that we should expect to receive between 1,700 and 3,400 applications for support.

(b) total number of claims rejected and the reasons why

As of 24th January 2021, we have rejected 3,224 claims for Social Isolation Payments. A breakdown of the reasons for rejection is provided in the table below.

Reason	% of rejections
Severe hardship not demonstrated	21%
Not valid code or period on CTAS	18%
Not eligible – receiving full sick pay	13%
Not eligible - earning above eligibility threshold	12%
Information/evidence not received	10%
Insufficient evidence provided	9%
Not eligible - savings exceed threshold of £6,000	6%
Not currently employed	4%
Tested negative for Covid-19	2%
Not on a qualifying benefit	2%
Not eligible – claimant from abroad	1%
Not eligible – can work from home	1%
Claim not made within claim period	1%

(c) total number of payments made since December 2020

From 1st December 2020 to date (24th January 2021), we have paid 1,035 claims.

(d) total number of cases pending

As of 24th January 2021, we have 3,509 claims waiting to be processed. A further 1,125 claims are on hold awaiting further information from the claimant.

(e) average waiting time for payment

As of 24th January 2021, the average waiting time for a Social Isolation Payment is 17.53 days.

Before a payment can be made, all claims must be verified through the national DHSC 'CTAS' eligibility checker. The team has had to deal with multiple issues involving CTAS, which has considerably slowed down the rate of payments.

For the first two months of the scheme, CTAS would not display up-to-date information for over ten days for the majority of cases. This meant a large delay between citizens being told by the NHS App to self-isolate and their information becoming verifiable on the CTAS system. Despite initiating discussions with DHSC to find alternative methods of verification, we were informed that all claims must continue to be verified using CTAS and no other evidence could be considered in assessing a claim. This issue was not unique to Birmingham, and other local authorities experienced similar difficulties.

Adding to the delays, a high percentage of applicants do not supply the mandatory evidence to support their claim for support, requiring further communications from the team before an assessment can be made.

BCC remains in discussion with DHSC about resourcing. Considering the high number of applications received, and their complexity, the funding received by the Council to administer the scheme only covers around 55% of the actual administrative costs.

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

B1 Consultants/Interims

Question:

In response to written questions for the November, December and January full Council meetings, of last year, you provided information regarding the use of consultants/interims. This information proved rather difficult to obtain as it had to be requested three times and on not one occasion did you manage to provide the complete dataset requested – you ended up providing separate tables and information, making it difficult to match together.

Please could you supply ALL of the information requested below in one table (this should not now prove difficult or time consuming as you will have analysed the majority of this information to provide the previous fragmented information). If this is not provided on this occasion it will be requested through FOI.

All interim and consultant resource used in SEND and Home to School Transport, broken down on a monthly basis since September 2019 specifying:

- **Interim/consultant/company details**
- **Day Rate for external resource**
- **Total Amount paid inclusive of expenses/other payments**
- **Number of days worked**
- **Dates the period of work covered**
- **Ethnic Origin of the Interim/Consultant**
- **Company/Interim resident in Birmingham (Y/N)**
- **Commissioned by (officer title)**
- **Approved by (officer title)**
- **Reports produced**
- **Performance improvement that has been made as a result of these costs. Please specify the data to demonstrate this performance improvement – what was the starting point, evidenced with stats and what was the outcome evidenced by stats**
- **Date Vacancy advertised internally to give current employees opportunity to deliver this work**
- **Date decision made to outsource this work**

Answer:

The information has been collated into a single table as requested, however some of the newly requested information is not available:

- Day Rate
- Number of days worked - will take significant time to collate individual timesheets for 95 individuals
- Ethnic origin – Self defined categorisation of ethnicity has not been requested from interim resources and therefore cannot be provided
- Resident in Birmingham – this information not collected, one benefit of remote working is being able to access a wider resource market
- Date vacancy advertised & Date decision made to outsource this work – A decision has not been made to outsource this work. The majority of the interim resource are additional capacity that has been brought in to support the service therefore, there was no vacancy to advertise. Where vacancies are being temporarily resourced through interim resources these are being advertised as soon as possible, subject to completion of HR processes.

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
Guide transformation lead	Home To School Transport	Nichola Jones	27/01/2020	31/08/2020	£ 48,848	• Business case to support the reduction of Agency Guides • 1st Draft Business Case in relation to SEND Transport Application process	• Contribution to the service Saving Strategy and improved gatekeeping and application of policy conditions relating to transport eligibility
Interim Annual Review Officer / Plan Writers	SENAR Recovery - Annual Review	Nichola Jones	03/03/2020	31/10/2020	£19,300	* Reviewing and actioning 9,197 outstanding annual review paperwork * Reviewing and actioning newly received review paperwork	• 5,271 outstanding reviews closed with all action completed • 2,873 outstanding reviews actioned and awaiting issue by Business Support • Reduction in the backlog of assessments from 500 to 200
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	09/03/2020	22/05/2020	£8,775		
Interim Annual Review Officer / Plan Writers	SENAR Recovery - Annual Review	Nichola Jones	03/03/2020	31/10/2020	£19,840		
Interim Annual Review Officer / Plan Writers	SENAR Recovery - Annual Review	Nichola Jones	03/03/2020	31/10/2020	£22,840		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	03/03/2020	31/05/2020	£19,810		
Interim Annual Review Officer / Plan Writers	SENAR Recovery - Annual Review	Nichola Jones	03/03/2020	31/07/2020	£13,910		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	09/03/2020	31/05/2020	£11,700		

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	09/03/2020	31/05/2020	£13,378		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	09/03/2020	31/05/2020	£14,280		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	04/10/2020	18/12/2020	£43,470		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	03/03/2020	31/05/2020	£12,350		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	19/03/2020	31/05/2020	£12,220		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	09/03/2020	31/05/2020	£13,780		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	03/03/2020	31/05/2020	£18,540		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	11/03/2020	31/05/2020	£16,940		
Interim Annual Review Officer / Plan Writers	Senar Recovery -	Nichola Jones	03/03/2020	31.10.2020	£19,020		

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
	Annual Review						
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	09/03/2020	31/05/2020	£21,600		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	09/03/2020	31/05/2020	£12,220		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	17/03/2020	31/05/2020	£14,040		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	03/03/2020	31/10/2020	£20,865		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	12/03/2020	31/10/2020	£21,880		
Interim Annual Review Officer / Plan Writers	Senar Recovery - Annual Review	Nichola Jones	16/03/2020	31/05/2020	£16,563		
Interim Communication Officer	Transformation & Project Support	Nichola Jones		30/03/2021	£17,850	* Communication strategy * Communication plan * Communication material including newsletters for schools and parents, and briefings	* Improved communication and engagement with PCF
Interim Communication officer	Transformation & Project Support	Nichola Jones	30/12/2019	12/02/2020	£1,313		

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
Interim Compliance Officer	Home To School Transport	Nichola Jones	06/10/2020	21/04/2021	£10,400	• Proposed Safeguarding and PATS training program to be delivered to 480 guides in the new year. • Driver and Guide handbook to be issues to all guides and then drivers. • Daily compliance reports • Supplier check reports • Investigation findings for safeguarding complaints	As per Compliance Manager and Senior Compliance Officer
Interim Compliance Performance Officer	Home To School Transport	Nichola Jones	23/09/2020	21/04/2021	£6,825	Generate information from the Compliance team and Assessment officer to develop and produce accurate information that can provide an overview of the service performance and suppliers, identify trends and areas of improvement. Provide additional support to the Compliance team to carry out site visits and depot audits as required.	• Directors and Heads of service are now understanding the performance of suppliers and identify social, mechanical or performance trends at source and in the coming weeks/ months note an increase in service delivery
Interim Data Officer	Transformation & Project Support	Nichola Jones	18/03/2020	18/09/2020	£50,060	* EHCP requests tracker and associated reports * EHCP review recovery project database and associated reports * Tracker for new EHCP	• Improved workflow management *Automated monitoring reports for managers
Interim Data Officer	Transformation &	Nichola Jones	18/03/2020	18/12/2020	£46,550		

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
	Project Support					reviews * Tracker for complaints * Tracker for mediations and appeals	
Interim Early Years SEND Lead	SEND Strategic Transformation	Nichola Jones	01/09/2020	01/09/2021	£7,500	* Review of early years service	* Recommendations to improve early years service
Interim Educational Psychologist	SEND Strategic Transformation	Nichola Jones	06/07/2020	18/09/2020	£29,910	* Tracker of children awaiting a special school place	• Consolidated view of children awaiting special school place so placements could be managed
Interim Finance Project Support Officer	Transformation & Project Support	Nichola Jones	01/11/2019	30/09/2020	£21,900	* Review formula funding for specialist provision	• Established mechanisms for financial reporting for specialist provision • New criteria and allocation of top up funding for mainstream
Interim Link Officers	Link Service	Nichola Jones			£1,200	* Responding to contact from parents and schools via email and telephone * Support families through the needs assessment process * Signposting families to relevant support	• Increasing support to families (24 new referrals in Jan 20 > 205 in Dec 20New satisfaction survey launched in Dec 20 recorded a positive rating of 4.78 / 5
Interim Link Officers	Link Service	Nichola Jones	13/03/2020	31/10/2020	£15,980		
Interim Link Officers	Link Service	Nichola Jones	04/03/2020	31/10/2020	£12,430		
Interim Link Officers	Link Service	Nichola Jones	09/03/2020	31/10/2020	£17,035		
Interim Link Officers	Link Service	Nichola Jones	24/07/2020	31/10/2020	£2,530		
Interim Ops Manager (Transport)	Home To School Transport	Nichola Jones	24/08/2020	24/02/2021	£17,500	• Telephone systems – Cirrus • Email system – Cirrus Omni • Bus Pass report • Invoice reports • Staff 1-to-1 • Complaints • Restructure operations	• Identify current telephone system failings resulting in Cirrus implementation. Daily / weekly reports regarding the Cirrus phone system. Calls answered / abandoned. Time taken to answer calls / calls being abandoned in compliance with the BCC KPI's of 90% answered – 10% abandoned. Ensuring the team meet

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
						service • Performance Improvement - guides	these KPI's Bus Passes- Identifying hidden issues within the service; identifying the weakness in the service and ensuring new staff are training in the processing of these bus passes. Identifying improvements with the system to avoid the volume of future applications given the 80% rejection rate. Invoice reports – ensuring the overdue invoices are processed in a timely manner considering value and age of invoices and finding solutions to improve service Redesign of the variation form to provide transparency with the variation form process submitted by contractors asking for price increase/ decrease
Interim Performance Lead	Home To School Transport	Nichola Jones	17/02/2020	13/03/2020	£13,600	* HST dashboard * HST immediate fixes plan * HST weekly sit rep report * HST contract performance reporting schedule * SEND dashboard * SEND Weekly sit rep report	• Visibility of data • Improved data reliability
Interim Performance Lead	Transformation & Project Support	Nichola Jones	11/06/2020	10/09/2020	£34,762		
Interim Performance Lead	Transformation & Project Support	Nichola Jones	11/03/2020	12/06/2020	£36,500		
Interim PO / SEND Case workers	Senar - Case Work	David Bridgman			£25,674	* Statutory processes for assessment and review of EHCPs * Research and respond to complaints	• Reduction in the backlog of assessments from 500 to 200 Complaints allocation process • 5,271 outstanding reviews closed with all action completed
Interim PO / SEND Case workers	Senar - Case Work	David Bridgman			£47,291		

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones		31/01/2021	£24,675	* Associated case work, including consultations	• 2,873 outstanding reviews actioned and awaiting issue by Business Support
Interim PO / SEND Case workers	Senar - Case Work	Dave Bridgman	13/07/2020	20/10/2020	£63,817		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	30/09/2020	18/12/2020	£1,980		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	30/10/2020	18/12/2020	£4,950		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	04/10/2020	18/12/2020	£7,350		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	26/05/2020	31/08/2020	£4,200		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	02/10/2020	18/12/2020	£26,175		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	04/10/2020	18/12/2020	£19,200		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	30/09/2020	18/12/2020	£10,500		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	04/10/2020	31/01/2021	£40,830		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	17/08/2020	04/10/2020	£ -		

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	30/10/2020	18/12/2020	£10,200		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	02/10/2020	18/12/2020	£2,475		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	04/10/2020	18/12/2020	£24,900		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	30/10/2020	18/12/2020	£ -		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	30/10/2020	18/12/2020	£5,400		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	04/05/2020	31/08/2020	£21,000		
Interim PO / SEND Case workers	Senar - Case Work	Dave Bridgman	20/04/2020	18/12/2020	£52,650		
Interim PO / SEND Case workers	Senar - Case Work	Dave Bridgman	31/01/2020	31/07/2020	£24,054		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	02/10/2020	18/12/2020	£16,425		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	29/04/2020	16/10/2020	£13,873		
Interim PO / SEND Case workers	Senar - Case Work	Dave Bridgman	13/07/2020	18/12/2020	£16,200		

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	31/01/2020	31/07/2020	£35,515		
Interim PO / SEND Case workers	Senar - Case Work	Dave Bridgman	13/07/2020	22/08/2020	£ 9,920		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	02/10/2020	18/12/2020	£24,318		
Interim PO / SEND Case workers	Senar - Case Work	Dave Bridgman	31/01/2020	31/07/2020	£66,969		
Interim PO / SEND Case workers	Senar - Case Work	Dave Bridgman	31/01/2020	31/07/2020	£79,270		
Interim PO / SEND Case workers	Senar - Case Work	Dave Bridgman	31/01/2020	31/07/2020	£72,127		
Interim PO / SEND Case workers	Senar - Case Work	Nichola Jones	01/04/2020	04/10/2020	£30,750		
Interim PO / SEND Case workers	SENAR Recovery - Annual Review	Nichola Jones	31/08/2020	18/12/2020	£37,260		
Interim Post 16 SEND Lead	SEND Strategic Transformat ion	Nichola Jones			£31,890	* Review of post 16 service	Recommendations to improve preparation for adulthood
Interim Project Lead - Local Offer Website	Transformat ion & Project Support	Nichola Jones	20/08/2020	31/10/2020	£12,638	* Local offer website	• New local offer website launched in Jan 2021 • Online booking system in final stages of development to be launched in the spring

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
Interim Project Manager	Transformation & Project Support	Nichola Jones			£22,070	* Developing & managing local provision project plan and associated governance	* DLP project launched
Interim Project Support Officer	Transformation & Project Support	Nichola Jones	11/03/2020	11/09/2020	£41,820	* School Planning meeting documentation * Local offer website upload * Weekly report and liaison with special schools * Consolidation report	• Local offer website launched in Jan 2021 • Improved communication with special school transport leads • Input to Home to school transport improvement programme
Interim Project Support Officer	Transformation & Project Support	Nichola Jones	01/04/2020	30/09/2021	£15,224		
Interim Safeguarding & Compliance SEND Transport Manager	Home To School Transport	Nichola Jones	21/07/2020	24/01/2021	£22,875	* Weekly & monthly performance reports * Safeguarding process for complaints * data analysis from supplier returns (monthly)	• Robust compliance team who apply safeguarding checks at schools and supplier premises to ensure vehicles and staff are compliant. • Vehicle inspections carried out to ensure vehicles transporting clients are fully roadworthy and feedback given to supplier they additional checks to ensure compliance. • Supplier performance has improved as a result of the checks and visits made to schools and suppliers, once concerns are identified and improvement plans are agreed. • Depot Audits at supplier premises to ensure policies are being applied throughout the operation against their contract. • Regular supplier meetings to ensure performance issues are identified and actioned. • Safeguarding tracker to capture safeguarding complaints ensure escalated to LADO and managed

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
							appropriately in a timely way. • Supplier monthly reporting processes are accurate and identify DBS application's so they are processed as quickly as possible to ensure supplier has sufficient staff to delivery service. • Improved communication and feed back to suppliers is carried out in a timely was to ensure failings identified are rectified.
Interim Safeguarding & QA Lead	Home To School Transport	Nichola Jones	18/11/2019	06/03/2020	£25,200	* initial safeguarding audit of suppliers * DPS	• Contracts confirmed with suppliers • Baseline safeguarding reports
Interim SEN Coordinator - EHCP Reviews	SENAR Recovery - Annual Review	Nichola Jones	05/03/2020	31/10/2020	£8,000	* Managing allocation of paperwork to officers * Maintaining record of activity * Liaising with schools to obtain further information as required	• 5,271outstanding reviews closed with all action completed • 2,873 outstanding reviews actioned and awaiting issue by Business Support
Interim SEND Transformation Lead	SEND Strategic Transformation		Nov-19	Dec-19	£25,810	* Review of SENAR administration services * Draft review recovery project	• 5,271outstanding reviews closed with all action completed • 2,873 outstanding reviews actioned and awaiting issue by Business Support
Interim SEND Transformation Lead	SEND Strategic Transformation	Nichola Jones	10/03/2020	25/09/2020	£30,575		
Interim SEND Transformation Lead	SEND Strategic Transformation		22/11/2019	14/01/2020	£4,463		
Interim SEND Transformation Lead	SEND Strategic Transformation	Nichola Jones			£9,585		

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
Interim SEND Transport manager	Home To School Transport	Nichola Jones	20/07/2020	17/01/2021	£22,750	* DfE bid for COVID funding * Deed variation for supply of guides * Deed variation for alteration of DBS process * Communication & Implementation plan * Org chart for restructure * Summer operations plan * Draft revised risk assessment process * Contribution to immediate fixes plan, weekly and daily sit rep, monthly covid plan, service dashboard and revised implementation plan	• The service has had improved leadership and structure in order to achieve a number of significant improvement key tasks. This development has worked in partnership with the recommendations outlined in the Service Investigation Report. • The service is now able to ensure early identification of operational concern and introduce strategies in order to improve performance and administration across the service as a whole
Interim Senior Compliance Officer	Home To School Transport	Nichola Jones	17/09/2020	17/03/2021	£2,800	• Supplier performance figures on a daily and weekly basis • Carry out record and report on Supplier Audit. • Daily engagement with suppliers to address any issues identified within compliance checks. • Recognize training needs for drivers and suppliers relating to compliance	• Robust and engaging compliance team in place. Robust procedures implemented to improve supplier /driver compliance • Implemented a revised parking plan at 2 schools to date (Calthorpe & Dame Ellen Pinsent) • Allocate work to the compliance team to ensure work is completed and prioritised. • Advise suppliers on compliance matters i.e. procedures and technique to improve performance. • Improved communication with suppliers, schools and internal teams to

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
							ensure concerns are addressed and recorded in a timely way • Support other service areas to address any safeguarding /compliance issues and resolve in a timely way.
Interim Transformation Lead/Programme mgr	Transformation & Project Support	Nichola Jones	21/01/2020	31/12/2020	£86,205	* Review recovery project * Draft EHCP multi agency QA framework * Draft managing send provision model * PCF briefing * Internal engagement and briefings * Multi agency operational stakeholder engagement * Draft Pathways * Resource tracker & resource plan	• Development of a contact database for families 5,271 outstanding reviews closed with all action completed • 2,873 outstanding reviews actioned and awaiting issue • Multi agency operational stakeholder engagement • Progress against the written statement of action
Interim Transport Manager Operations, Commissioning & Contracts	Home To School Transport	Nichola Jones	01/06/2020	30/11/2020	£44,240	• Detailed system requirements for the Home to school transport database • Procurement Business case for the purchase of the new system (365 Response chosen) • Implementation Plan for 365 • Communications Plan for the implementation of 365 • Mobile Phones for Guides requirements document • CXM Bus Pass	• Taken the request for a new transport system from concept, through requirements definition and procurement to commencement of operational roll out and live testing. • Defined additional costs to cover data requirements for BCC in the absence of a legacy database and revised the business case to justify new requirements. • Revised business case includes the cost of project management.

Role	Area	Approved By	Start Date	End Date	Cumulative costs to Nov 2020	A high-level list of activities	A summary of improvements
						Administration requirements • Also developed the daily route report which underpins the Daily SitRep reporting to Chief Executive	
Interim Transport Operations Manager	Home To School Transport	Nichola Jones	11/03/2020	21/04/2021	£55,580	• Draft Mobility Assessment Risk Assessment Process. • Review of Current Assessment Process and recommendations • Provide guidance on improving safer accurate assessments.	• Improved Risk Assessments are being carried out. • Engage with relevant service areas to obtain all relevant information to produce accurate information and assessments.
Interim Tribunal Officer	Senar - Case Work	Nichola Jones	01/06/2020	31/08/2020	£6,450	Managing the throughput of mediations, appeals and tribunals	• High level of compliance with statutory timelines. • Robust mediation process to ensure resolution
Interim Tribunal Officer	Senar - Case Work	Nichola Jones	30/06/2020	30/09/2020	£19,200		
Interim Tribunal Officer	Senar - Case Work	Dave Bridgman	01/06/2020	14/08/2020	£40,500		
Sensory Consultant	SEND Strategic Transformation	Nichola Jones	01/09/2019	30/03/2021	£25,384	* Review of sensory resource bases * Review of FAMS * Supporting implementation of recommendations	• Development of more inclusive provision for children with physical difficulties • Improved use of resources through use of sensory resource bases
Strategic SEND Consultant	SEND Strategic Transformation	Nichola Jones	Sep-19	Dec-20	£15,836	* Funding comparison for special schools to inform the special school funding review * Preparatory work for the DLP project	• DLP project launched • Special school funding review in progress

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

B2 <u>SEND Requirements</u>

Question:

Minister for Children, Vicky Ford MP has written to all LAs (14th January 2021) to outline the current requirements around SEND. It is clear that there are no relaxation of Legal Duties relating to EHCPs and the statutory SEND framework. However, it is noted that Manchester LA sent out a letter that is not in line with the present obligations to deliver SEND. Can we have assurance that such a letter will not be sent out to parents here and can we have a copy of the letter that was sent out to parents, at the first lockdown (as per the requirement last year)?

Answer:

Birmingham City Council is not intending to issue such a letter.

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

B3 Pre-Action Judicial Review

Question:

In response to Written Question C11 at November 2020, Full Council meeting you advised that there had been an increase in letters received by the Council under pre-action Judicial Review protocol on behalf of parents regarding their children's special educational needs and provision from 5 in 2019 to 32 in 2020 (a 540% increase or, if you prefer, a 3100% increase on 2018's figure of 1). You stated that a report into the significant increase in 2020 was at that time being compiled by Legal Services. Please provide a copy of that report.

Answer:

A copy of the report is attached below.

LEGAL SERVICES REPORT

January 2021

Report into the increase in the number of Judicial Review Pre-action Protocol letters received in 2020, relating to Special Educational Needs.

1. Purpose of report

To highlight the types of issues raised by parents and their solicitors in the Pre-action Protocol letters, and to identify the reason why there was a significant increase in the number of letters received in 2020 when compared with previous years. This report also includes the recommendations which have been made by Legal Services to the SEND Service in the Education and Skills Directorate.

2. Background

In the context of SEND, Judicial Review is the way in which parents can challenge the lawfulness of decisions taken, and procedures followed, by the Council's SEND Service. Before taking the matter to court, parents or their legal representatives must first send to the Council a Judicial Review Pre-action Protocol letter. The letter includes the details of the matters being challenged, the reasons why it is claimed that the Council has acted unlawfully, and the action that the parent and their solicitor expect the Council to take. The purpose of the letter is to identify any issues in dispute and establish whether they can be resolved without going to court.

In 2020 a total of 40 Judicial Review Pre-action letters were received by, or referred to Legal Services, each raising issues in respect of a child or young person's special educational needs. This is a significant increase when compared to previous years. In 2019 there were 5 letters.

Of the 40 letters received in 2020 only one claim proceeded to court, and the judge in that case refused permission for the claim to continue to a full court hearing. Except for a few relatively minor outstanding issues, the issues raised in the 40 letters have all been resolved.

Legal Services responded to all the letters based on information and instructions provided by the SEND Service.

3. Issues raised in the Pre-action letters

The main and recurring issues raised in the letters received during 2020 were allegations that the SEND Service had:

- Failed to secure the provision set out in the EHCP, in breach of section 42 of the Children and Families Act 2014;
- Failed to comply with the timescales set out in the Children and Families Act 2014 and Special Educational Needs and Disability Regulations 2014, for example to issue a Final EHCP within 20 weeks of a request for an assessment being received;
- Failed to secure alternative suitable education for children who are unable to attend school, in breach of section 19 of the Education Act 1996;
- Failed to hold or conclude the Annual Review of the EHCP;
- Failed to comply with Tribunal Orders;

- Failed to notify parents of their right of appeal to the Tribunal in certain cases;
- Failed to consult the parent's preferred school.

4. The reason for the increase in the number of letters received

Although most of the pre-action letters were received from solicitors that specialise in the law relating to education and special educational needs, the increase is not a consequence of any single, or new law firm, sending the letters.

Other local authorities did not experience a significant increase in the number of pre-action letters they received in 2020. Of the 9 local authorities contacted by Legal Services, only 2 said that they had seen a slight increase. The rest received fewer, or the same the number of letters, when compared to 2019.

The reason for the increased number of letters received in Birmingham in 2020 is because on more occasions than in previous years the SEND Service did not comply with the legal requirements as listed in section 3 above and did not have due regard to the requirements in the SEND Code of Practice. Consequently, in 2020, more parents instructed their legal representatives to write and send pre-action letters to the Council.

5. Recommendations

The following actions are required:

i. Ensure compliance with the law, and the requirements contained in the SEND Code of Practice;

ii. Training on the legal requirements and the SEND Code of Practice should be undertaken, particularly by those officers involved in decision-making;

iii. Decision-making processes must be documented and clear;

iv. Clearer structures of accountability and responsibility should be implemented within the SEND Service.

Head of Law (Education)
Legal Services

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

B4 EHCP'S

Question:

Please provide, broken down by area of need, year group, number of children & young people with EHCPs who are currently:

- **Without a school place**
- **In a mainstream school but awaiting a special school placement**
- **Having Section F provision met through the Home Bridging Team**
- **Having Section F provision met by other home- based providers (please define who is providing this and the cost)**
- **Have annual reviews recommending change of placement that have not**

yet been actioned

Answer:

The number of children without a school place has increased despite several children being placed in specialist provision since last full council meeting. This term children have been added to Home Bridging case load because they have turned 5 in the autumn term and are now of statutory school age, families who have moved into Birmingham, looked after children have been placed in the city and EHC plans have been finalised.

Home Bridging Team continue to support children and their families while a suitable placement is secured. The team offer home teaching through teams (online platform), video calls and sending work directly on email or by post. Feedback from families is positive regarding the communication and support they receive from the Home Bridging Team.

Tutoring agencies are commissioned, and this is presently being delivered virtually or door stop visits because of lockdown restrictions. Feedback from families regarding this is positive. Tutoring is commissioned and reviewed on a half termly basis and tutors send at least fortnightly reports on children's progress.

There are a small number of children who are accessing Academy 21 which is an online provider delivering learning from Key Stage Two onwards. This is commissioned on a pay as you go basis with the focus being to secure full-time provision back in a school setting. This schooling enables children to take part in a lesson with other students in a supervised way with mentoring/pastoral support still being delivered though the Home Bridging team contact with the child and family.

The cost of tutoring and Home Bridging is reviewed on a regular basis as children are placed in provision transition support is then put in place to support the new school placement.

Families are kept fully informed of the education provision made for their child while they are awaiting a school place. There are instances where families have turned down tutoring as they do not feel online sessions will suit their child's needs, prior to lockdown families also did not feel comfortable having tutors come into the house, with tier 3 and 4 restrictions this meant that libraries and children's centres were not able to facilitate sessions.

A task and finish group has been created and instructed to focus the relevant stakeholder officers of Birmingham City Council on the series of tasks that needs to take place to ensure that all children are assigned a Special School Placement where the EHCP identifies this as provision. We have also identified several special school places that we are working closely with the Special School headteachers to fill with children

This group has been tasked to work together through the key areas of focus within the service area to identify areas for improvement and placement resolution. As well as agreeing the process and planning for future activity. As part of this group the data held by the service will be interrogated, cleansed and quality assured to ensure that an accurate picture of need is provided.

The numbers highlighted in the table below refer to those children that are being supported by the Home Bridging team and are out of school awaiting a special school placement.

By Age Group

Year Gr.	1	2	3	4	5	6	7	8	9	10	11	12
No. of Children	11	2	6	2	2	10	14	11	4	15	6	2

By Need

Need	ASD	MLD	PD	SEMH	SLD	VI
No. of Children	63	1	1	18	1	1

By Area

Area	North	South	East	West
No. of Children	12	36	31	6

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

B5 Terms of Reference

Question:

In response to Written Question B18 of December 2020 Full Council meeting (which itself followed on from an omission in an answer from November 2020 meeting) you stated that the Terms of Reference (including membership) for Decision Making Groups (DMGs) were in draft and would be shared. Please now provide both the Terms of Reference and the membership of the DMGs and the decision-making authority they hold.

Answer:

Since the Council meetings in November and December 2020, a number of activities have taken place to finalise the Decision Making Group process for children with SEND in Birmingham. Advice from the legal team has been considered and has been used to adapt the draft terms of reference for each DMG. However, in the light of the proposed restructuring of the SENAR and Provision teams, it has been necessary to review the original DMG configuration and the position is currently as follows.

Birmingham's Seven SEN Decision Making Groups (DMGs)

Tier 1 DMGs	Provision DMGs	Types of Decision	Tier 2 DMGs	High Level DMGs	Types of Decision
1	Physical and Sensory	• Service Interventions • Peer support • Local funding and resources • EHC assessment and EHC Plan decisions • Resource Base placements	6	Exceptional Funding	• Exceptional top-up funding • Exceptional equipment needs • Exceptional Therapy interventions • Independent Non-Maintained costs
2	Autistic Spectrum Condition				
3	Cognition and Learning				
4	SEMH		7	Special School Placements	• Allocation of Special School Placements
5	Early Years				

Tier 1 DMGs

Provision Decision Making Groups have been established in order to reach decisions for children and young people with SEND about:

- whether or not to statutorily assess a child's needs
- whether or not to issue an Education, Health and Care plan
- placement in a specialist Resource Base

- local interventions
- funding and resources available locally to meet needs

These groups cover the 0-25 age range across four specific areas of need with a fifth group focussed on Early Years

1. Physical and Sensory
2. ASC (Autistic Spectrum Condition)
3. Cognition and Learning
4. SEMH
5. Early Years

Where the Groups determine that a child's needs should be met in a specialist environment or require exceptional funding to support the needs, decisions are reached by a second tier of decision-making groups.

Tier 2 DMGs

In some cases, specialist placements will be required and higher levels of funding need to be allocated to meet a child's complex needs. These decisions are reached by the:

6. Exceptional Funding DMG
7. Special School DMG including decisions about independent placements

In total there are 7 DMGs

The groups have been established for the Physical and Sensory, ASC and Cognition and Learning DMGs. These are supported by criteria to be applied for reaching decisions to ensure consistency across all groups. Work is underway to further develop arrangements for Early years, SEMH, Exceptional Funding and Special School DMGs.

We are currently working on terms of reference based upon the new provision teams.

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

B6 Developing Local Provision (DLP)

Question:

Please provide a breakdown of expenditure and detail progress towards outcomes from the Developing Local Provision (DLP) projects. Please outline:

- who is leading and working on these projects and the payments they have received and are likely to receive.

- what the project is and the data set that defines how the need for the project was identified.

- the data set for the outcome/impact the project will make.

Answer:

Breakdown of expenditure on DLP to February 2021

DLP Current expenditure Feb 2021		
Consortia and Network projects	Reference Group Approved	£470,332
Consortia and Network Projects	Awaiting Approval	£175,374
	Total	£615. 706
With staffing costs below		£60.000
	Total	£675,706

Who is leading and working on these projects and the payments they have received and are likely to receive?

		Total Costs to date	Total Cost -End of financial year
Roles leading and working on project	1x P/T Project lead 1x P/T Primary Schools Lead I F/T Project Manager	£60,000 approx*	£96, 000 approx
Roles leading and working on project	P/T Secondary schools lead P/T Data manager	£0	£0

	(BEP support from BCC allocation)		
	TOTAL	£60,000.00 approx*	£96,000.00 approx*

***** awaiting claims to be processed

Future Planned Expenditure – Financial Year end 2021

DLP Expected expenditure April 2021		
Consortia and Network projects	Reference Group Approved	£470,332
Consortia and Network Projects	Currently Awaiting Approval	£175,374
Consortia and Network Projects	Proposals to be in by April	£981,936
	Total	£1,627,642
With staffing costs below		£96,000.00
	Total	£1,723,642

Please see appendix a for project cost breakdown.

WHAT THE PROJECT IS :

- ıt is a city-wide school led project, focused on the development of SEND local provision across partnerships of schools to improve outcomes and enable greater inclusion of children and young people with SEND educated in their local community schools.
- All schools across the city, regardless of their context, (e.g., mainstream schools, academies, free schools, schools causing concern etc) are being supported to engage in the project.
- Two other strands of DLP are currently focussed on projects related to teams of professionals and partnerships of schools working together on
  - ➢ targeted lists of rising five years olds and secondary pupils, who are either at risk of a school placement breakdown or who are not currently into on a school roll to ensure they stay in their local school where possible secure placements.
  - ➢ focussed work with nurseries and in the Post 16 sector to develop projects to improve outcomes for those vulnerable children and young people and those with SEND

.

<u>How the need for the project was identified</u>

1. The DLP project is focussed on the national key priority areas for development identified by **OFSTED** and the **Department of Education** which are to:

- reduce the rapidly rising number of rapidly of EHCPs.

- support the development and improvement of provision and outcomes in mainstream schools and particularly for those pupils on SEN support which have been identified through inspection across the country .as needing improvement

2. The DLP is also designed to address the **three strategic priorities of Birmingham City Council:**

- Reduce reliance on high-cost specialist placements in out of City schools.

- Enable pupils to access high quality provision as close as possible to where they live.

- Enhance the capacity of mainstream schools and settings to work together to provide for pupils in their local area and to plan the provision that they need.

3. National (DfE) Comparative Benchmarking datasets also reflect that Birmingham has lower numbers of children and young people with SEND supported in mainstream settings than at a regional or national level and this is a downward trend overtime.

4. Schools in partnerships have set their own baseline and KPI's using locality contextual datasets and their own live data.

The impact of this project will be demonstrated through:

Increased performance against National and Birmingham City Council priorities

- Locality baseline data and comparative Network and Consortia data
- Progress towards Key Performance Indicators (measurable) for each consortia and network
- Improved outcomes for pupils with SEND in mainstream schools
- The views of Parents, Carers and Children & Young People
- Numbers of identified rising five pupils who have remained in current local school placement.
- Significantly reduced numbers of students not on a school roll and more of those pupils accessing school or alternative provision.

<u>Progress of the Project towards outcomes</u>

- The progress of the projected has been hampered by the 3 National lockdowns and extended regional restrictions, due to COVID-19 which have created many and significant pressures for headteachers, staff, pupils and their families, and schools have had to respond and address these as a priority.

- The lack of staff capacity and availability has limited opportunities for training and development for new approaches and strategies for meeting needs of vulnerable pupils and those with SEND and the lack of children actually in school has also not enabled projects or new strategies to be implemented.

However the following progress has been made:

- Some proposals have already been quality assured and approved, others are due to be submitted prior to February half term and a target date of April 1st has been set for all projects to have been approved and ready to implement.
- Proposals reflect effective partnership working of groups of schools and Headteachers, who have audited their needs, shared and analysed their data, researched evidence based strategies of what works and identified expertise and resources needed in their locality to support the delivery of their projects.
- All proposals have clear measurable KPI s identified that are related to their specific areas for development in their community of schools – in relation to improved pupil's performance, attendance exclusions etc, in relation to improved views of parent's carers and children and young people and staff knowledge and skills.
- Overall there is positive support for this work across mainstream school headteachers who are engaged.

Progress from January 2020

- Due to impact of Covid 19 and the third National lockdown on schools, at the request of and in consultation with mainstream Headteachers, the timeline for submission of these proposals has rightly been extended to ensure the quality and integrity of their work is maintained and there is capacity to do it,
- Therefore the official start of the roll out of this project has been re -scheduled to April 1st, 2021
- Every project will have a baseline established at the start of the project from which progress will be measured. The setting of these baselines has and will be support by the BEP data manager and their area lead Educational psychologist.

NB - It is important to understand and recognise the need for the investment of time in the start-up of this project to ensure the change of culture needed for schools to embrace these new ways of working, to develop sustainable solutions and for the integrity and quality of the project to be maintained.

Leaders of the project are working with finance and legal teams to agree a 'Conditions of Grant' agreement and an appropriate reporting structure to ensure the project has a robust governance structure. This work has been delayed through other pressure on legal teams. The project also has its own governance structure where progress and spend of the project reports into a Reference Group of senior officers and Headteachers half termly .

Funding of the project was agreed at schools forum on the 23/01/2020 and highlighted in the Financial Plan 2020 to 2024 (pg 51) when council considered budget.

APENDIX A: Allocated Funding

DLP	**£7,000,000**
AREAS	**£4,549,500.00**
East Total	***£970,087***
East Network	£418,202
Eastwards	£213,148
Cole Heath A	£42,382
FAYS	£171,271
Saltley Plus	£125,085
Central Total	***£641,593***
Central	£249,696
Cole Heath B	£166,608
Sparklers	£225,289
South Total	***£639,770***
South	£322,301
Hall Green	£182,159
Kings Norton	£135,309
South West Total	***£640,568***
South West	£323,313
Senneleys Park	£84,363
Quinbourne	£93,003
Northfield	£139,889
North Total	***£793,260***
North	£374,578
Sutton Coldfield	£144,683
Erdington	£135,722
Perry Barr	£138,277
North West Total	***£864,223***
North West	£411,409

Handsworth	£212,135
Aston Nechells	£142,183
Ladywood Soho	£98,496
CENTRAL COSTS	**£2,450,500**
Central Costs & Contingency	£650,500
PVI & Nursery	£250,000
POST 16	£350,000
Panel - EY	£700,000
Panel - Secondary	£500,000

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

B7 Schools High Needs Budget

Question:

Please provide a breakdown of expenditure for the last two years of the schools High Needs Budget.

Answer:

High Needs Block Funding Analysis **Distribution of Resources**		**Original Budget** **2019-20**	**Original Budget** **2020-21**
Front Line & Support Services		**£**	**£**
Access to Education		5,662,567	5,662,567
Looked After Children Services		1,612,840	1,612,840
SENAR		458,332	1,103,899
Contribution for travelling children		140,776	140,776
Early Years Inclusion Support		1,633,412	1,633,412
Brighter Futures			
Management and Support Costs		1,736,390	1,736,390
	Total	**11,244,317**	**11,889,884**
Placements		**£**	**£**
Special Schools Place and Top Up Funding (Inc. post16)		71,743,954	79,171,379
Resource Bases		5,908,271	6,984,737
FE Provision (Colleges)		10,099,318	12,345,711
Independent Non-maintained schools		18,848,692	16,302,888
Other Local Authority schools		2,878,622	2,842,505
City Of Birmingham School/ AP Initiatives		7,011,594	7,511,594
Pupil Connect - newly arrived pupils		1,126,689	1,126,689
EFA Place recoupment i.e. academies, hospital school.		25,384,303	26,597,515
Enteral tube feeding		366,735	366,735
	Total	**143,368,178**	**153,249,753**
Top-up funding for Mainstream schools		**£**	**£**

High Needs Block Funding Analysis **Distribution of Resources**		**Original Budget** **2019-20**	**Original Budget** **2020-21**
CRISP		5,865,768	7,015,360
Inclusion Support in Early Years		492,990	992,990
Schools with higher than average SEN		500,000	500,000
	Total	**6,858,758**	**8,508,350**
Invest To Save Initiatives		500,000	400,000
Deficit Recovery			5,000,000
BCELS			270,000
Special School Redundancy Budget			125,000
Developing Provision Locally Fund & Contingency			8,207,874
	Overall total	**161,971,253**	**187,650,860**

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

B8 Outsourcing SENDIASS Service

Question:

A process is currently underway to outsource the SENDIASS service, which would appear to contradict your manifesto commitment to keep services in-house. The IASS Commissioning guidance (2018) states that "in many local authority areas Information, Advice & Support (IASS) have been built on existing Parent Partnership Services, as advised in the SEND Code [2.4]". Further it states that "approximately 32% of IASS are outsourced, 66% of IASS are in house and just two are delivered by a combination". Helpfully it clarifies that "there is no evidence that outsourcing an IASS makes it any more effective or impartial. The greatest factor in the impact of a service is the levels of staffing and resources provided by the LA". On what basis, and by whom was the decision made to seek expressions of interest on the potential outsourcing of this service and by whom? Please specify the evidence used to arrive at that decision.

Answer:

The SEND service is currently undergoing transformation and as part of this transformation we are reviewing all service areas, which includes the SENDIASS service and have been looking at best practice models across the Country.

This administration in line with its manifesto commitment is not seeking to outsource any of these services.

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

B9 Cross Party Representation

Question:

Under the previous political administration, the SENDIASS Board had cross party representation from the three main political groups. This ensured both cross party support for the service as well as appropriate challenge in relation to its requirements. Please can you confirm that this cross-party representation will be reinstated and this may assist you in your confidence in the current SENDIASS and avoid the need to outsource or collapse the current service model.

Answer:

As part of the review of the SENDIASS service area, I will ensure that we get advice on good practice around Board membership, as it is important that the SENDIASS board is constituted in such a way as to comply with the national guidance.

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

B10 JEQ Process

Question:

Please provide the dates the posts in the Parent Link service and SEND Administration Team were approved through the JEQ process and details of the process undertaken to recruit to these teams.

Answer:

The SENAR service is subject to organisational restructure and any posts relating to that restructure (including the Link Service) are currently being evaluated by the Reward & Recognition Team.

Assimilation / Recruitment will commence once the structure is finalised, following the 45-day statutory consultation period.

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

B11 SEND2 DATA

Question:

You will have complied this year's SEND2 data for the DfE February return. Please provide a copy for this and provide last year's SEND2 return as well.

Answer:

The SEN2 data return has not yet been compiled.

The SEN2 Return is usually based on data captured at the Spring Census Date, which this year falls on 21 January 2021. However, to reduce the overlap with data collections due on Census date, the DfE has this year set a date of 14 January 2021 for SEN2 data.

The window to submit the LA's SEN2 return, therefore, opened on 14 January 2021 and remains live until 4 March 2021.

Due to time lags in data recording and system updates (around two weeks), we begin to collate the data for the return two weeks after the census date to ensure accuracy. This year, therefore, our work on the return will commence on 28 January 2021 and will be completed within the timescale set by the DfE.

Due to the significant amounts of information required to be collated and validated, the SEN2 takes an average of 90 officer hours to complete.

Returns are published online each year but we will be happy to provide a copy of our 2021 return once it has been submitted.

A copy of the SEN2 return completed in 2020 is attached and the link to the published information is below:

https://explore-education-statistics.service.gov.uk/find-statistics/education-health-and-care-plans

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

B12 Distinct Leadership

Question:

At last Full council meeting you said "I have shown distinct leadership to the director which is going through a degree of churn and change." Can you explain what you meant by this, preferably with clear examples and dates?

Answer:

I believe I have shown distinct leadership to the directorate by ensuring the identified failings in the Home to School transport service are being addressed. The SEND service is undergoing a programme of transformation and although over the past year there has been interim support this is now being stabilised as permanent roles are being recruited to which will strengthen the overall management of this service.

The Chief Executive and I receive weekly performance monitoring reports which enable me to ensure actions are being undertaken and, if not, appropriate management action is undertaken as a matter of urgency. The Leader and Chief Executive have set out in the recent Improving Home to School Transport Cabinet report a number of recommendations for improving the service which will be closely monitored.

WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S WELLBEING FROM COUNCILLOR RON STORER

B13 Investigations – Home to School Transport

Question:

At the last Full Council meeting you said, in relation to Home to School Transport "I am absolutely sure I have been completely exonerated in any investigations." Can you please point us to the relevant investigation and passages in which you have been exonerated with the date?

Answer:

The outcomes of the investigations that were commissioned pursuant to the Council Motion dated 15 September 2020 will be presented to the Audit Committee in due course following the resolution of any internal disciplinary proceedings. I can confirm that I am not subject to any investigation.

What matters most to me is that the Council delivers an improved and sustainable service that best meets the needs of some of our most vulnerable children. I am under no illusion that there were failings in the service and that changes are needed. As a Council we are committed to delivering those changes.

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

B14 Home to School Transport DBS checks

Question:

On what date did you enquire with Senior Officers to confirm there were no DBS issues within the service, as stated in your answers to last month's written questions, and on what date did Officers provide this assurance?

Answer:

I can confirm that as of 12 January I have been assured that no drivers with a positive DBS are driving for the contractor. Further, I can confirm that negotiations are advancing to vary the contract to ensure every DBS check for a driver is signed off by the Council. We have interim arrangements in place by agreement that remove risk in the period up to the variation becoming agreed and sealed.

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

B15 High Needs Block transfers out

Question:

Since April 2018, how much money from the High Needs Block of school funding has been spent on consultants?

Answer:

2018 / 19	Nil
2019 / 20	£30,603
2020 / 21	£26,750

WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S WELLBEING FROM COUNCILLOR NEIL EUSTACE

B16 Mental Health

Question:

With Children's Mental Health issues rising and more patients being referred to already stretched services with an increase of 20% from last year, professionals are widely concerned the Pandemic could result in a 'lost generation', could the Cabinet Member give full details of how Children's Services are addressing this situation in the City, stating what measures are being put forward for ongoing support?

Answer:

The increasing challenge of mental health issues for children and young people was a growing issue prior to the pandemic and has been exacerbated through the lockdown period. Increased isolation, school closures and growing financial hardship have all played a part in this. Forward Thinking Birmingham (FTB) who are on the front-line responding to these challenges have seen an 11% growth in demand over the lockdown period.

With the onset of lockdown Forward Thinking Birmingham rapidly established their telemedicine offer, a virtual means of consultation and support. 2/3 of young people using this service were positive about their experience. Face-to-face consultations have been preserved for children and young people with safeguarding concerns, poor history of engagement or heightened risk factors. This new approach has significantly reduced the numbers of missed appointments so has brought much greater efficiency. The waiting list has reduced from over 1700 in June 2020 to 401 in December 2020.

Through the children's partnership mental health has been prioritised and services are working together to respond to this challenge.

In April 2020 the children's partnership commissioned Kooth, an online counselling and support service for young people with approximately 5000 users at present. The service responds to issues of stress, anxiety, family relationships and suicidal thoughts. The take up has been well received and the service continues to be promoted across the city.

FTB's STICK Team (Screening, Training, Intervention, Consultation, Knowledge) works alongside parents, schools, and childcare professionals to support, with their knowledge, the response to issues of mental health. Over the lockdown period they have worked with over 350 schools through the #you'vebeenmissed campaign, to support the growing prevalence of need. There is further investment planned to increase the scale of the team and to establish a dedicated offer across each of the 10 localities in the city.

The Pause service has continued to operate across the city – it offers a drop in wellbeing facility for every Birmingham resident up to the age of 25.
There are further initiatives underway to build a greater early intervention and prevention response in the city. The emerging NewStart model is a whole school approach to supporting the mental health needs of children and young people. It is set to train all staff of every kind within schools to work with pupils to understand the profile of vulnerability. A plan of action will

be set for each school to improve the way they are able to respond, building wellbeing networks where schools can support each other.

Within the Children's Trust, the TESS (Therapeutic and Emotional Support Service) service has continued to offer direct therapy-based work, alongside consultations to social workers and carers. TESS is an emotional wellbeing service for Birmingham's children in care, children on the 'edge of care' and young people who have left care. The Trust is currently reviewing the service to consider the opportunities of better alignment with the wider mental health offer and pathways across the city.

WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S WELLBEING FROM COUNCILLOR MORRIAM JAN

B17 Children in Care

Question:

There have been reports that during the pandemic, children in care have been sent to unregulated care homes. Could the Cabinet Member provide full details of the impact of the pandemic on children in care, confirming if children have been sent to unregulated homes in the City and detailing how many children this has affected?

Answer:

The term unregulated placement refers to those residential settings that are not inspected by Ofsted. These providers will in the main offer supported accommodation to young people over the age of 16. It is lawful for young people over 16 to live within these settings and many providers across the city are well known to the Trust and offer high quality provision. St Basils for example is a reputable provider in the city of supported accommodation.

There is a supported accommodation framework in place that requires certain standards to quality assure all of the providers that are used.

The challenge many local authorities face, which this question refers to, is in relation to those young people who have not yet reached 16 where an Ofsted-regulated children's home cannot be found.

The Trust has very low numbers of this occurrence. At present there is 1 young person under 16 placed within supported accommodation this year and a total of 15 from April 2020. The average length of stay in these placements is 5 days.

The Trust has worked hard to ensure regulated placements are provided for all young people who require them. Supported accommodation for young people under the age of 16 are only used as a last resort when all other options have been exhausted. Typically, these arrangements are tailored in emergency circumstances for very challenging young people who have experienced a number of former placement breakdowns.

There is a robust decision-making process in place to agree these placements which sits at Assistant Director level or above. If the placement is agreed there is an expectation that it is a very short-term arrangement and senior managers are updated daily on the search for suitable provision.

Where a young person under 16 is placed within supported accommodation, the Trust will use 2 trusted providers where the quality of provision has been robustly assured. Additionally, as required, the Trust will supplement the staffing quota to assist with meeting the young person's needs.

The pandemic has put pressures on providers who have had to meet the challenge of keeping young people to lockdown rules as well as controlling the spread of infection in the homes. The

Trust has worked closely with providers to offer additional support and advice to ensure placement stability. This has included the facilitation of track and trace arrangements, support with business continuity and infection control and, more recently, access to vaccines. Placement stability in the Trust is very good, For example only 5% of children have had 2.5 placements or more in the last 12 months, which stands against the national average of 10%.

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

B18 Compliance

Question:

On Monday 18th January 2021 @ 4.00 p.m. the SEND Dept. hosted a Webinar by enlisting Tom Cross (Barrister 11KBW), the flyer outlines that: ***he acts for and advises all parties and that his work includes both private and public law disputes.*** **The flyer states** ***"This presentation will outline the main duties on schools to avoid disability discrimination against pupils and will provide real life worked examples. This advice will support settings in undertaking reasonable adjustments as well as accessibility planning. There will be an opportunity to ask questions."***

Part D of the Council Constitution states:

2.3 Compliance
iii. Every contract made by the Council shall comply with these Rules and be carried out in a fair, open and transparent manner that treats all contractors, equally and without discrimination, provided that this does not include contracts for the appointment of barristers, or legal firm where in the opinion of the City Solicitor urgent advice is needed to protect the interests of the Council.
iv. instruction of any legal firm or barrister must be approved by the City Solicitor.

Given the outlining in the flyer of the advice from Tom Cross, Barrister, and its intended application – please confirm details of the compliance with the above and also confirm:

- **Who instructed this barrister to provide this advice?**
- **What cost and payments were involved?**
- **What process was undertaken to source this barrister?**
- **Has this barrister been instructed in Birmingham previously and by whom?**
- **What costs and payments were involved previously?**
- **Has this barrister undertaken work for individuals who hired him in any previous authority?**

Answer:

Tom Cross is an experienced barrister who frequently represents parties in schools' disability discrimination cases.

As part of a series of webinars for schools on SEND matters, Tom recently led a webinar on Disability Discrimination and the link to SEND Code of Practice. Tom's presentation outlined the main duties on schools to avoid disability discrimination against pupils and provided real life worked examples to support settings in undertaking reasonable adjustments as well as accessibility planning. As a council we are keen to ensure that schools are fully aware of their duties and responsibilities.

Arrangements for Tom to provide this webinar for Birmingham schools were made by the Assistant Director for SEND and Inclusion without seeking approval from the City Solicitor. The Assistant Director has been made aware of their responsibility to abide by the Council's constitution. In accordance with the council's constitution, approval will be sought in advance of any future webinar or briefing.

The payment for this webinar (including VAT) was £2,160.00.

Tom presented on disability discrimination and schools' duties at a headteacher conference in November 2019 arranged by the then Director of Education and Skills. Approval was provided by Legal Services in advance of the conference. The payment (including travel and VAT) for this presentation was £1,966.20.

Tom is regarded as an expert in this area. He has worked across the UK and has provided advice for a number of local authorities to deliver similar webinars, including authorities where the Assistant Director for SEND and Inclusion previously worked.

WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION, SKILLS AND CULTURE FROM COUNCILLOR ZAKER CHOUDHRY

C1 COVID 19 Laptops and wi-fi provision

Question:

Could the Cabinet Member confirm if laptops and wi-fi provision will be made available to any student who does not currently have access to such equipment to enable them to continue their studies at home and who will be funding the cost?

Answer:

Last year the government committed to providing devices and connectivity to support pupils access remote education. Since then schools in Birmingham have been receiving devices direct from the Department for Education and these have been a great support to children and families.

I am aware, however, that many schools in Birmingham are reporting a shortfall between the needs of their pupils and what has been received so far from the Department for Education, despite deliveries increasing since the start of the current period of national lockdown.

This means unfortunately that there are pupils in Birmingham who don't currently have the equipment they need to best access remote education. Unfortunately, it is not within the council's gift to provide the IT equipment and connectivity that families desperately need.

Birmingham Education Partnership, in conjunction with the council and other partners, has been supporting schools across Birmingham to ensure that all children, including the most vulnerable, are able to access remote education. Donations of money and devices have been received from businesses and the general public and it has been heartening to see the city rally round in support of our most vulnerable children. The council has repurposed approximately 300 devices to provide to schools.

However, IT poverty remains an issue in Birmingham and I will continue to lobby the government for additional support for pupils.

WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION, SKILLS AND CULTURE FROM COUNCILLOR JON HUNT

C2 Adult Education

Question:

It is well known there is has been a distinct decline in the national participation for adult learning across the UK with nine million adults lacking functional literacy and numeracy skills culminating in a fall of 3.8 million adult learners since 2001, which will have a detrimental effect on jobseekers post pandemic. Could the Cabinet Member share details of the initiatives that are being taken in the city to improve this position highlighting the measures that are being taken to engage with and encourage adult learning in all sectors of the community?

Answer:

1. Since September 2020, Birmingham Adult Education Service (BAES) has offered ca. 8,000 learning opportunities in English, Maths, Digital, Health and Social Care to upskills residents and bring them closer to job opportunities. September 2020 was also the launch of the ‘Route to Work’ programme in partnership with the Skills and Employability team at BCC

2. Additional learning opportunities in other areas such as floristry, business and languages bring the total of learning opportunities to 11,000 across the entire provision.

3. BAES had planned to deliver 20% of provision online at the start of the 20/21 academic year but in response to the 2nd wave of the pandemic and learners’ needs ‘switched’ to 85% online with 15% face to face in classrooms and blended delivery. In the current lockdown BAES is using remote learning and providing digital equipment (subject to supply) for learners who are digitally excluded

4. Developing a social media campaign (LinkedIn, Twitter, Instagram, Facebook, Tiktok) aimed at residents on furlough to retrain, update skills and access better job opportunities – starting in Feb 21. This campaign is aimed at employers such as Boots, Debenhams and small to medium businesses.

5. Working in collaboration with Greater Birmingham and Solihull LEP as a kickstart gateway to connect unemployed residents to learning opportunities

6. Community stakeholder forums are being held across the city to inform BAES course programme planning and to raise awareness of adult education amongst groups of residents who don’t usually access Adult Education Service

7. The team is working in collaboration with the council’s corporate communications team to promote courses to the citizens of Birmingham and we have stepped up our social media campaign to reach all communities

8. BAES has significantly increased its presence on Social Media platforms that has increased the number of users in our Website. As a result, on the last 28 days up to 26

January 2021 our website has seen 10.5K unique users, our Facebook page has reached 38K distinct users and our Twitter feed has had 10K impressions.

9. Since the start of the first lockdown, BAES increased its support to the community with the launch of the Community Hub, which provides key information for residents and families such as contact details for foodbanks, community support networks, how to keep safe and debt advice.

10. Plans are in progress to provide a revamped and extended Term 3 in 2020/21 academic year to ensure learning opportunities meet demand as lockdown restrictions are eased over the coming months in accordance with Department for Education guidance and related directives.

WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION, SKILLS AND CULTURE FROM COUNCILLOR MORRIAM JAN

C3 School Exclusions

Question:

Could the Cabinet Member give full details of school exclusions by ward for the last 5 years, providing full details on how excluded children are accessing education services during the current Lockdown?

Answer:

Data on school exclusions for the last five academic years by ward, separated into primary, secondary and special schools, is attached with this response (below).

All excluded pupils are referred to the City of Birmingham School (COBS) via the council's exclusions team or directly from schools. COBS provides education to pupils by the sixth day of their exclusion either directly or with support from commissioned alternative providers.

COBS offers a curriculum that is broad and balanced as well as is in line with the national curriculum. Pupils also have access to a range of wider curricular support. COBS has access, through statutory and purchased packages, to a range of therapeutic support and assessment agencies.

During the current lockdown COBS is open to pupils who have parents who are key workers and those who are considered vulnerable in line with the government guidance.

The curriculum offer for those pupils not accessing onsite provision has been designed to match the curriculum which pupils would be accessing if they were in school. Online lessons are being delivered in a variety of ways, including but not limited to:

- Live lessons via Microsoft teams
- Pre-recorded teaching or narrated PowerPoints
- Commercially available websites supporting the teaching of specific subjects or areas, including video clips or sequences
- 1:1 tutorials via Microsoft Teams or on the phone
- National Tutoring Programme or in house subject tutorial sessions

Considerable effort has taken place to provide laptops for pupils to enable them to access remote education during this period of lockdown. In addition to the school’s allocation from the DfE, existing COBS devices have been provided to families and additional devices have been purchased by the school during the pandemic to support pupils.

For those pupils who currently have limited or no access to IT equipment, personalised work packs and other resources are being sent out to enable them to continue learning and progressing. The school arranges for these packs to be returned to school to enable teacher assessment and feedback to pupils.

Number of Permanent Exclusions by Ward and Phase - 5 Academic Years

WARD / Academic Year	2015/16 Pri	2015/16 Sec	2015/16 Spec	2016/17 Pri	2016/17 Sec	2016/17 Spec	2017/18 Pri	2017/18 Sec	2017/18 Spec	2018/19 Pri	2018/19 Sec	2018/19 Spec	2019/20 Pri*	2019/20 Sec*	2019/20 Spec*
Acocks Green	0	3	0	0	9	0	4	5	0	0	5	0	2	6	0
Allens Cross	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Alum Rock	0	1	0	3	1	0	4	2	0	2	1	0	0	1	0
Aston	0	0	0	1	0	0	1	1	0	3	0	0	0	0	0
Balsall Heath West	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Bartley green	7	0	0	5	7	0	8	6	0	4	1	0	2	2	0
Billesley	0	1	0	0	0	0	1	0	0	0	3	0	1	2	0
Birchfield	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Bordesley and Highgate	2	2	0	2	5	0	2	4	0	4	4	0	0	2	0
Bordesley Green	0	3	0	0	3	0	0	6	0	0	1	0	0	0	0
Bournbrook and Selly Park	2	0	0	0	1	0	3	0	0	3	0	0	2	1	0
Bournville and Cotteridge	0	7	3	1	5	2	0	6	2	1	10	1	0	11	3
Brandwood and Kings Heath	2	1	0	3	7	0	0	2	0	3	3	0	1	3	0
Bromford and Hodge Hill	1	11	0	1	5	0	0	4	1	1	6	0	4	2	0
Castle Vale	4	10	0	3	5	0	4	2	0	1	3	0	1	3	0
Druids Heath and Monyhull	5	2	1	2	7	0	3	0	0	6	0	1	0	0	1
Edgbaston	1	4	0	0	8	0	2	2	0	0	2	0	0	0	0
Erdington	2	7	0	1	4	0	2	6	0	3	4	0	3	4	0
Frankley Great Park	4	3	0	1	1	0	2	2	0	1	5	0	0	3	0
Garretts Green	0	8	0	0	4	0	1	5	0	2	6	0	1	5	0
Glebe Farm and Tile Cross	2	4	0	1	4	1	5	0	0	3	2	0	1	2	0
Gravelly Hill	0	7	1	4	3	1	3	3	1	1	3	0	0	3	0
Hall Green South	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Hall Green North	0	0	0	2	0	0	1	4	0	0	0	0	0	2	0
Handsworth	2	0	0	2	0	0	2	0	0	1	0	0	1	0	0
Handsworth Wood	2	4	0	1	7	0	0	6	0	2	4	0	1	1	0
Harborne	2	2	1	0	2	1	0	2	0	2	2	0	1	1	0
Heartlands	0	4	0	0	5	0	0	2	0	0	6	0	0	4	0
Highters Heath	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0
Holyhead	2	6	0	1	6	0	1	2	0	0	5	0	1	3	0
Kings Norton North	1	3	0	4	8	0	2	3	0	8	6	0	0	4	0
Kings Norton South	4	3	0	4	4	0	0	3	0	5	5	0	1	1	0
Kingstanding	1	0	0	5	0	0	5	0	0	4	0	0	1	0	0
Ladywood	3	3	0	1	9	0	2	3	0	0	11	0	1	8	0
Longbridge and West Heath	5	3	0	4	1	0	5	2	0	1	9	0	2	8	0
Lozells	1	3	0	1	2	0	0	1	1	0	3	0	0	1	1

Moseley	1	0	0	3	0	1	4	1	0	1	0	0	2	0	0
Nechells	0	5	0	3	5	0	4	2	0	3	1	0	0	9	0
Newtown	1	3	0	2	3	0	2	2	0	2	3	0	1	0	0
North Edgbaston	1	4	0	1	4	0	0	1	0	1	1	0	0	5	0
Northfield	0	0	0	2	0	0	1	0	0	1	0	0	1	0	0
Oscott	2	8	0	3	12	0	3	5	0	5	7	0	0	7	0
Perry Barr	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0
Perry Common	1	8	0	2	5	0	2	1	0	1	0	0	0	0	0
Pype Hayes	2	0	0	3	0	0	5	0	0	1	0	0	0	0	0
Quinton	3	3	0	2	1	0	2	1	0	5	4	0	1	2	0
Rubery and Rednal	4	5	0	6	4	0	4	5	0	1	5	0	0	6	0
Shard End	2	0	0	2	0	0	1	0	0	2	0	0	1	0	0
Small Heath	0	0	0	0	0	0	0	0	0	0	2	0	0	11	0
Sheldon	2	0	0	1	0	0	2	0	0	1	0	0	3	0	0
Soho and Jewellery Quarter	6	0	0	2	0	0	5	0	0	5	0	0	0	0	0
South Yardley	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sparkbrook and Balsall Heath East	1	14	0	2	5	0	2	2	0	2	6	0	2	5	0
Sparkhill	1	0	0	2	0	0	0	0	0	0	1	0	0	2	0
Stirchley	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Stockland Green	0	4	0	5	3	0	0	1	0	1	4	0	4	3	0
Sutton Four Oaks	0	2	0	0	3	0	0	1	0	0	2	0	0	2	0
Sutton Mere Green	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Sutton Reddicap	0	12	0	0	14	0	1	7	0	1	11	0	1	7	0
Sutton Roughley	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sutton Trinity	0	2	0	0	2	0	0	4	0	0	1	0	0	2	0
Sutton Vesey	2	0	0	3	0	0	0	0	0	0	0	0	4	0	0
Sutton Walmley and Minworth	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0
Sutton Wylde Green	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0
Tyseley and Hay Mills	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Ward End	1	1	0	1	0	0	1	0	0	1	2	0	2	3	0
Weoley and Selly Oak	1	0	0	6	1	0	5	1	1	4	4	0	1	6	0
Yardley East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yardley West and Stechford	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Lickey Hills	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
													*	*	*
Totals	92	176	6	111	185	7	113	123	6	103	164	3	51	154	5
*nb - 2019/20 acdemic year final permanent exclusion figures still to be confirmed as lockdown/school closures introduced extended legislative deadlines - several cases still to be considered by governors and independent review panels.															

WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION, SKILLS AND CULTURE FROM COUNCILLOR MIKE WARD

C4 <u>Food Parcels</u>

Question:

Given the recent adverse publicity regarding the truly abysmal quality of food parcels that have been provided to the poorest pupils in the country, could the Cabinet Member give reassurances eligible children in the City will receive a healthy and nutritious lunch , providing full details of the measures that are being taken to improve the quality and choice offered in food parcels?

Answer:

I was pleased that the government introduced a national voucher scheme for eligible families in this period of national lockdown. Schools in Birmingham have been encouraged to make use of these vouchers as the best way to support families.

Using Covid Winter Grant Scheme funding the council is providing a week of vouchers to support families during the February half-term break.

A very small number of schools are issuing food parcels at this time. When complaints are received about food parcels, the council supports schools with their conversations with catering providers to ensure the contents meet the DfE’s requirements.

WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION, SKILLS AND CULTURE FROM COUNCILLOR NEIL EUSTACE

C5 Free School Meals

Question:

The Government has announced that it won't be providing free school meals over February half-term and that councils should provide them using funding allocated under the Covid Winter Grant Scheme. Could the Cabinet Member provide details of the arrangements that have been made by Birmingham Council to ensure the City's most vulnerable children are supported through the February half term holiday?

Answer:

The council will be providing one week of vouchers for all pupils eligible for free school meals using Covid Winter Grant Scheme funding.

Schools will receive the vouchers before the February half-term break to make available to families.

WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND RESOURCES FROM COUNCILLOR MIKE WARD

D1 Parking and Fixed Penalty Fines

Question:

Could the Cabinet Member provide full details of how much money has been generated in parking charges in the city either from car parks or fixed penalty fines from 26 March 2020?

Answer:

The total income generated from off-street car parks in the city since 26 March 2020 is £2,160,001.

The total income generated from Parking Penalty Charge Notices (PCNs) in the city since 26 March 2020 is £2,821,316.

The total combined income generated is therefore £4,981,317

Note: the figures given are 'gross' and no adjustment has been made for the cost of collection

WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND RESOURCES FROM COUNCILLOR ADAM HIGGS

D2 Adult Social Care Precept

Question:

How much has the Adult Social Care Precept raised each year, broken down by year since it was first introduced?

Answer:

The following shows the income generated by the Adult Social Care Precept:

Year	Precept %	£m
2016/17	2.00%	5.539
2017/18	3.00%	8.817
2018/19	1.00%	3.147
2019/20	2.00%	6.617
2020/21	2.00%	7.032
Total		**31.152**

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

D3 New Staff Travel

Question:

Since April 2020, what proportion of new employees (on either permanent, fixed term or temporary contracts) live outside the West Midlands metropolitan area and\or more than 30 miles from Birmingham Council House?

Answer:

336 new employees have been engaged since 1st April 2020. Of these staff, 315 live within 30 miles of the Birmingham Council House (263 within 10 miles and 249 with a 'B' postcode); 21 live more than 30 miles away based on the home address postcode recorded in the HR system.

WRITTEN QUESTION TO THE CABINET MEMBER FOR HEALTH AND SOCIAL CARE FROM COUNCILLOR ALEX YIP

E1 Respite Care

Question:

How many respite places are currently available, out of how many total places across the City broken down by constituency and type (high need \ low need)

Answer:

The table below shows respite provision for working age adults with learning and / or physical disabilities registered with the CQC. Respite for children and young people under 18 is supported by the Children's Trust and has not been included in the response. All respite provision is accessed by citizens with higher levels of need.

The Adult Social Care recording system (CareFirst) has identified 130+ providers with a payment for respite care coded against them. This includes 13 BCC Shared Lives carers who provide respite care. Initial review of the data has identified 19 providers who support working age adults with learning and/or physical disabilities. Some of these providers are also able to support individuals with behaviour that challenges.

The 19 providers offer respite support city wide, and most provide support to citizens from other local authorities. Several providers operate from multiple venues and each venue has been included in the constituency count for number of providers.

The total number of places currently available has been calculated as bed capacity for each provider (total beds) and is currently being verified and therefore shown as (tbc) in the total beds' column below. Due to Covid 19 and requirement to enable social distancing, available bed capacity has been reduced across all the providers.

Constituency	No. providers	Total Beds	Available Beds	High need
Edgbaston	nil			
Erdington	2	5 (tbc)	2	2
Hall Green	3	20(tbc)	11	11
Hodge Hill	nil			
Ladywood	1	tbc	tbc	tbc
Northfield	1	8	0	0
Perry Barr	2	5(tbc)	3	3
Selly Oak	nil			
Sutton Coldfield	2	7(tbc)	1	1
Yardley	3	10(tbc)	0	0
Other LAs	9	18(tbc)	13	13
TOTAL	**23**	**53**	**30**	**30**

WRITTEN QUESTION TO THE CABINET MEMBER FOR HEALTH AND SOCIAL CARE FROM COUNCILLOR BABER BAZ

E2 Adult Social Care

Question:

The crisis we are facing within Adult Social Care, which includes a severe lack of funding despite more money being pledged by the Government, has been widely reported by organizations such as the LGA for some time and has now been picked up by the national press, we understand the Council has turned down a quarter of its 18,500 requests for social care. Could the Cabinet Member explain the rational for the rejection of such a high number of applications which has directly affected hard working families with caring responsibilities who now receive no support while detailing the wards affected by these decisions?

Answer:

Those who did not receive support were not necessarily 'rejected'. This is not terminology used by the Council, and is not a category recorded in the case management system. There are many reasons for why a referral does not progress to a social care assessment and why an assessment does not result in the provision of advice/support. It may be because the request is for something not provided by the Council, or the client declines the Council's involvement, or there is a change in the client's circumstances.

Our refreshed Vision and strategy for ASC which was co-produced sets out that it is our belief that on the whole, people want to lead happy, fulfilled lives in touch with their families, friends and communities. They cherish their independence and prefer to live at home or in the community with support if necessary. The vast majority of people do not want to be dependent on others but will accept one-off support or ongoing support if it helps them to maintain their independence. For most people, this is achievable, and it is only those people with disabilities or who lose their physical or mental abilities with age that require interventions from Adult Social Care services. For some people, because of disability, placements in residential and nursing settings are the best way in which these people can lead good quality lives.

The directorate continues to implement our "Three Conversations" framework approach. This is a social work method which focuses on people's strength's and assets rather than want they can't do. It centres around the citizen as the expert in their own lives and as part of a wider community. It moves away from the Social Worker giving a 'prescription' for traditional care but listening to what the citizen wants as their outcomes and exploring community alternatives to help keep the person as independent for as long as possible. This has been proven over the past few years to be a successful model of social care.

The below table shows the number of new requests for support received, as well as the number and percentage that did not go on to receive services. These figures are shown by Ward, excluding those that live in another local authority area.

Ward	Requests for Support	No Services Provided	% No Service
Acocks Green	445	122	27.4%
Allens Cross	184	38	20.7%
Alum Rock	285	71	24.9%
Aston	282	78	27.7%
Balsall Heath West	183	41	22.4%
Bartley Green	458	78	17.0%
Billesley	408	79	19.4%
Birchfield	192	53	27.6%
Bordesley & Highgate	138	34	24.6%
Bordesley Green	151	32	21.2%
Bournbrook & Selly Park	167	61	36.5%
Bournville & Cotteridge	324	69	21.3%
Brandwood & King's Heath	301	73	24.3%
Bromford & Hodge Hill	348	86	24.7%
Castle Vale	234	48	20.5%
Druids Heath & Monyhull	214	41	19.2%
Edgbaston	239	67	28.0%
Erdington	448	122	27.2%
Frankley Great Park	269	48	17.8%
Garretts Green	198	39	19.7%
Glebe Farm & Tile Cross	400	95	23.8%
Gravelly Hill	212	62	29.2%
Hall Green North	380	76	20.0%
Hall Green South	144	21	14.6%
Handsworth	152	39	25.7%
Handsworth Wood	304	76	25.0%
Harborne	397	108	27.2%
Heartlands	180	58	32.2%
Highter's Heath	226	56	24.8%
Holyhead	163	44	27.0%
King's Norton North	216	41	19.0%
King's Norton South	253	75	29.6%
Kingstanding	401	85	21.2%
Ladywood	243	74	30.5%
Longbridge & West Heath	491	98	20.0%
Lozells	146	38	26.0%
Moseley	304	69	22.7%
Nechells	149	38	25.5%
Newtown	160	42	26.3%
North Edgbaston	294	85	28.9%
Northfield	219	40	18.3%
Oscott	374	68	18.2%
Perry Barr	305	50	16.4%

Ward	Requests for Support	No Services Provided	% No Service
Perry Common	272	58	21.3%
Pype Hayes	232	48	20.7%
Quinton	382	77	20.2%
Rubery & Rednal	171	39	22.8%
Shard End	256	50	19.5%
Sheldon	376	80	21.3%
Small Heath	252	41	16.3%
Soho & Jewellery Quarter	292	81	27.7%
South Yardley	164	26	15.9%
Sparkbrook & Balsall Heath East	337	75	22.3%
Sparkhill	288	56	19.4%
Stirchley	156	41	26.3%
Stockland Green	409	113	27.6%
Sutton Four Oaks	170	32	18.8%
Sutton Mere Green	227	52	22.9%
Sutton Reddicap	209	38	18.2%
Sutton Roughley	180	41	22.8%
Sutton Trinity	186	61	32.8%
Sutton Vesey	380	106	27.9%
Sutton Walmley & Minworth	329	84	25.5%
Sutton Wylde Green	174	48	27.6%
Tyseley & Hay Mills	179	44	24.6%
Ward End	167	46	27.5%
Weoley & Selly Oak	453	104	23.0%
Yardley East	234	64	27.4%
Yardley West & Stechford	209	47	22.5%

WRITTEN QUESTION TO THE CABINET MEMBER FOR HEALTH AND SOCIAL CARE FROM COUNCILLOR ZAKER CHOUDHRY

E3 Covid 19 - Vaccinations

Question:

Currently Birmingham has over 300 care homes looking after the most vulnerable citizens in the City. However, it has been it has been well documented throughout the COVID pandemic how the virus has affected this sector with Care Home Providers now voicing their concerns, in the national press, that the vaccine has not yet been made available to them. Could the Cabinet Member explain in detail how the vaccination programme is progressing in both Residential Care Homes and Nursing Homes in the City, confirming when she expects this programme to be completed with all staff and residents inoculated?

Answer:

I have received the following update from NHS colleagues responsible for delivering the national Covid19 vaccination programme in Birmingham.

Priority Group 1 – Residents and staff in residential care and nursing homes for older adults.
The target for this group is for all staff and residents to be offered the first dose of the vaccination by 15th February 2021.

The vaccination programme commenced the week before Christmas and is now almost complete in line with national and local targets of 24 January. There are a handful of exceptions where homes have outbreaks and where vaccinations will be scheduled as soon as it is safe to do so. The remaining homes are due to receive vaccinations this week.

Priority Group 2 – Staff in residential care and nursing homes for younger adults

The target is for this group to be offered the first dose of the vaccination by 15th February 2021.

All care homes in this group were contacted last week and advised on how to access vaccinations for their staff.

Younger adults in residential care and nursing homes
These citizens currently fall into 2 different priority groups:

Priority Group 4 – Clinically extremely vulnerable, including those with Down's Syndrome. The target is for those that meet the definition of clinically extremely vulnerable to be offered the first dose of the vaccination by 15 February.

Priority Group 6 - younger adults in residential care and nursing homes who do not meet the definition of Clinically Extremely Vulnerable are currently included in a later phase (Priority Group 6) of the vaccination programme, with no target dates currently set for completion.

We are clear in Birmingham of the alignment of homes to PCN and GP practices and services are ready to commence in line with national direction.

My officers have requested that these citizens be considered for vaccination alongside staff in Priority Group 2, and I understand that this request is being escalated nationally by NHS colleagues.

WRITTEN QUESTION TO THE CABINET MEMBER FOR HEALTH AND SOCIAL CARE FROM COUNCILLOR ROGER HARMER

E4 Covid 19 – Hospital numbers

Question:

Now that Covid is at a 'critical' stage with more people being diagnosed following positive test results and subsequently admitted to hospital in horrifying numbers, that are putting more burden on the NHS, could the Cabinet Member give full details of how she intends to step up the campaign to warn citizens of the ongoing dangers of COVID and encourage them to stay at home?

Answer:

Thank you for this pertinent question,

I signed up to be a Covid Community Champion - as I hope all our members in this Chamber have done so.

The Council launched the COVID-19 Community Champion network in September 2020 as a way of sharing the most up-to-date Public Health guidance across the city. We now have almost 600 Champions, and the results have been encouraging, with regular updates, webinars and social media interaction forming part of a growing conversation.

Through local knowledge, and by being part of the affected communities themselves, our Champions have been able to pass this information to areas and groups which can be difficult to reach using traditional campaigns. In this way, our Champions have helped to communicate all the most important topics throughout the pandemic, including testing, vaccination and following government guidelines.

We have seen our network expand across all 69 wards in the city – while also helping to dispel some of the more prevalent myths along the way.
Anyone who lives or works in Birmingham can become a Champion. All they need is an email address, plus a willingness to use their contacts, groups or followings to help distribute important Covid-related information and keep their communities safe.
I would like to again urge all our councillors in this Chamber to sign up and ensure they share the information with their constituents and networks. Those who are interested in becoming a Champion can sign-up on the Birmingham City Council website.
(https://www.birmingham.gov.uk/info/50231/coronavirus_covid-19/2256/covid-19_community_champions)

Throughout the pandemic I have shared information with all elected members and MPs and through my community networks as I hope we all are – which I intend to continue to do. I, our Director of Public Health and the Executive have been using any opportunity we can and will continue to do to urge our citizens on the key national lockdown messages which include:

- Coronavirus (COVID-19) is spreading fast.

- Do not leave your home unless necessary.

- 1 in 3 people who have the virus have no symptoms, so you could be spreading it without knowing it.

The Public Health Division have undertaken significant community engagement throughout the Covid pandemic, working with the Communications team, to ensure that citizens have accurate factual information about Covid and risk reduction. This has included:

- Commissioning 18 community partner organisations to undertake tailored deeper engagement with specific communities including our Central and Eastern European Communities, LGBT communities, specific faith communities and specific disabled communities.

- Commissioning partnerships with six local community radio stations focusing on local ethnic communities and communities where English is not the first language

- Conducting over 60 different media interviews including a weekly live Q&A on WM BBC radio and regular live facebook Q&A sessions with Birmingham Live

- Facilitating over 36 interfaith meetings and participating in monthly regional interfaith meetings alongside the WMCA mayor, facilitating over 18 dedicated engagement sessions with Birmingham masjids and separate ones with ministers and pastors from black churches.

- Attending over 108 ward meetings, including short notice emergency ward meetings, to support local elected members engaging with local communities.

The Public Health Division has adapted the public health campaign HealthyBrum to provide a trusted source of information and advice on covid issues for the general public. Since July, the HealthyBrum account of twitter has engaged with over 1200 people and 1200 people through facebook, this social media engagement has driven over 8000 people to further information on the Council website as direct click through. Specific campaigns focused on increasing people's awareness of the NHS App reached over 51000 people living in Birmingham through targeted facebook advertising which was tailored to the highest prevalence areas of the city.

WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND NEIGHBOURHOODS FROM COUNCILLOR KEN WOOD

F1 Incorrect Information Re: Acivico

Question:

In response to written question F3 regarding costs to the Council of security company opening cemeteries on Christmas Day, you advised that the information wasn't available at the time as it was handled by Acivico.

I am reliably informed that Acivico have not had responsibility for this service since 2017 when responsibility was handed back to the Council.
Can you please re investigate and provide an updated answer here?

Answer:

Thank you for your question and apologise for the confusion caused. I have reinvestigated this matter and it is correct that the previous response contained an erroneous reference to Acivico in respect of this matter, which referred to a previous working arrangement.

The previous answer stated "*The contract with the security company is arranged through Acivico. To date there has been no recharge made by Acivico for this work, so this question cannot be answered at this time.*"

I can confirm that a representative of the external recruitment agency in relation to the incident on Christmas Day has apologised for the inconvenience this caused.

For the avoidance of doubt the answer should have read:-

The contracted arrangement did not invoice the City Council by the time of preparing the answer for this meeting. The contractor subsequently has confirmed that due to the human error no charge would be made for the service on Christmas Day.

I hope this clarifies the matter and apologise to Acivico for citing them in the original response.

WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND NEIGHBOURHOODS FROM COUNCILLOR BABER BAZ

F2 COVID 19 – Bereavement services

Question:

Could the Cabinet Member confirm how bereavement services are coping with the significant rise in deaths due to COVID 19, advising if there are any additional costs the City has to bear as a result?

Answer:

The City Council's Bereavement Services are being stretched due to the significant rise in deaths. The Coroner's Service has seen a doubling of cases and there has been a need to employ additional staff. The Mortuary service is coping at present, although there have been some delays in processing digital autopsies due to the demand.

The Register Office has a similar increase in workload and whilst additional deaths have caused a short delay of up to a day and a half in registering deaths, the staff are coping well with the additional demand. Where deaths require early burials for religious reasons, the service has been able to process registration in under half a day.

The processing of burials and cremations is also coping with the increased demand. Additional burial and cremation slots are being provided as necessary and there has been an increase in the demand for concrete liners at Sutton New Hall Cemetery which is being dealt with.

Where necessary, staff have been working overtime to manage the demands, which represents an additional cost.

The whole service is being monitored daily to ensure there is no requirement for additional measures to be taken or staffing resources provided.

I am sure Council will agree the staff in the Bereavement Service are a credit to the City.

WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND NEIGHBOURHOODS FROM COUNCILLOR MORRIAM JAN

F3 Temporary Accommodation

Question:

For any family having to live in temporary accommodation during the pandemic is disruptive and challenging for children especially with the pressures of lockdown and that some children are unable to attend school. Could the Cabinet Member give details on how many children are currently being affected by their families having to live in temporary accommodation, providing a full overview of the measures that are being taken to ensure these children are not forgotten?

Answer:

There are 6865 children living in temporary accommodation; 5618 are in self-contained accommodation which are generally flats, maisonettes and houses. As this is self-contained accommodation there are no major concerns about the detrimental impact of the accommodation. It is the same as a standard tenancy.

These families are supported by Temporary Accommodation (TA) officers who will address any welfare issues, referring to specialist services where needed.

There are 172 children in our homeless centres and as this is supported accommodation there are officers on site 7 days a week. There are facilities available to provide space for children to study and provide support to those families who have requested it, or it has been identified that there is a need for assistance or specialist support.

There are 1075 children in B&B accommodation. Living in this type of accommodation, even on a short-term basis, can be detrimental to child development, so this is where we are focussing resources at present, recognising that this group are the most disadvantaged by the lockdown.

We are working with Early Help, Education, NHS and Birmingham Children's Trust to raise awareness of the support that is available to families and children and we are bringing the support into the hotels to make the services more accessible.
We are providing telephone support to families and also have a dedicated team that keeps in contact with residents, again making referrals to specialist agencies when needed.

WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND NEIGHBOURHOODS FROM COUNCILLOR PAUL TILSLEY

F4 Homelessness

Question:

The Secretary of State, in a letter dated 8 January 2021, set out his request to councils that they redouble efforts to accommodate people sleeping rough during the new period of national restrictions and also requested councils should also use this period as an opportunity to get those sleeping rough in their areas registered with GP services, to enable rough sleepers, many of whom are clinically extremely vulnerable weaved into local vaccination programmes. Could the Cabinet Member give full details of how the City will ensure people experiencing homelessness do not experience barriers to register with key services which will result in them not receiving their vital coronavirus inoculation?

Answer:

Birmingham has been very successful in responding to the government's initial call for 'everyone-in' and subsequently in working to protect vulnerable homeless people. Throughout, this has included providing accommodation in which people can be safe, maintain social distancing, and self-isolate if necessary. Welfare provision has been made available as necessary, and GP registration has been a consistently promoted theme.

Birmingham benefits from a dedicated homeless primary care service – the HealthxChange. This includes GP services, specialist nursing including outreach, substance misuse and mental health services. The team works closely with rough sleeper outreach, emergency accommodation, day-centre, and other frontline services to promote GP access, registration, assessment and treatment. In addition, many homeless services have built up relationships with their local GP practices, and across the sector, and the rights of homeless people to register with a GP are promoted.

Officers from Birmingham City Council are currently working with colleagues from the NHS and the voluntary sector to devise an effective vaccination programme for homeless people. This reflects the Joint Committee on Vaccination and Immunisation (JCVI) guidance, the local vaccination programme rollout, and the nature of vulnerable homeless people. This multi-pronged approach of keeping people safe, GP registration and a tailored approach to vaccination is hoped to protect and to remove barriers to their receiving the coronavirus inoculation.

WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND PARKS FROM COUNCILLOR GARETH MOORE

G1 Street Cleaners

Question:

What was the total number of street cleaners employed by the council each year from 2011 onwards? If it is possible to break this down by ward then please do so, otherwise total for the city.

Answer:

The total number of Street Cleansing staff employed by the City Council is shown below. It is not possible to break this information down by ward.

These numbers only include direct employees of the City Council. The service has also always used a significant number of agency staff. For the past four years, the total number of street cleansers, including agency, has been around 330-340 FTE. To calculate the FTEs beyond this would require a manual analysis of time recording data for which the service does not have the resource.

Additional to the base numbers above agency cleaners are also brought into the service for specific tasks, such as events like the Christmas Market and activities such as leaf clearing.

Year	No. of Street Cleansing Staff
2020	202
2019	209
2018	224
2017	202
2016	205
2015	214
2014	247
2013	233
2012	114
2011	127

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

G2 Street Cleaners 2

Question:

What is the assumed number of street cleaners for the next 4 years in the medium term financial plan broken down by Ward?

Answer:

The information below provides the assumed number for the next 4 years, by depot as it is not possible by Ward. Ward resource is regularly reviewed and reallocated from within the Depot total to ensure that it meets the changing requirements of the Ward.

Redfern Depot	84 staff
Lifford Depot	82 staff
Perry Barr Depot	88 staff
Montague Street Depot	70 staff

These base numbers will be lifted with specific projects such as leaf clearing and Love Your Streets.

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

G3 Street Cleaners 3

Question:

What is the assumed number of street cleaners being used for the Commonwealth Games and from which Wards?

Answer:

Plans for cleaning the city and the areas around the games' sites are still in development and the intention is that any additional requirements will be funded from other resources.

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR SIMON MORRALL

H1 Winter Gritting Plan”

Question:

What changes were made to the winter gritting plan this year compared to last?

Answer:

The current winter season runs from 1st October 2020 to 15 May 2021. The updated Winter Maintenance Service Operational Plan for this season included the following changes:

1. Coronavirus pandemic arrangements added, detailing increased resilience with respect to the management of workforce, plant and salt resources particularly for any lockdown situations.

2. Two specific service improvements:

   i. Trial of the latest spreader (bulk gritter) technology with automated salt spread control system and live treatment route tracking.

   ii. Installation of 20 road surface temperature sensors in collaboration with the University of Birmingham, using infrared technology to give dynamic monitoring of ground temperature changes across the network.

3. Treatment route adjustments in response to traffic restrictions implemented under the Emergency Birmingham Transport Plan.

In addition, in response to the growing provision of Covid testing and vaccination sites across the city, we have also adapted our winter maintenance services to respond to ad hoc requests for assistance to access those locations.

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR EDDIE FREEMAN

H2 Clean Air Zone Mitigations Application and Case Management System"

Question:

What was the difference in cost between the system intended to be procured under the Executive decision to pursue single contractor negotiations for the above system, and the one eventually developed to meet this need following the call-in?

Answer:

The question refers to the decision proposed for implementation on 27th January 2020 which was subsequently called in and discussed at the Cabinet meeting on 17th March 2020. It was at that meeting that the relevant Executive report was withdrawn.

Indicative costs were provided in the exempt appendix to the Executive report referenced. Actual costs to the Council were never determined because negotiations were not authorised.

The Council has since developed a means of applying for the CAZ mitigation grants (now referred to as financial incentives) using web forms developed by the Council's Information, Technology & Digital (IT&D) service.

The information captured through these web forms is then incorporated into a database, which has been developed by a member of the Clean Air Zone team, for review and processing. Or, in the case of another of the financial incentives, the information captured through the webform is forwarded directly to the relevant members of the Clean Air Zone team for review and processing. The cost of developing these approaches has been absorbed by the Clean Air Zone team and IT&D in their operating costs i.e. at no additional expense to the Council.

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR CHARLOTTE HODIVALA

H3 Clean Air Zone Mitigations Application and Case Management System - Jadu

Question:

Did JADU, Spacecraft or any other subsidiary of JADU have any involvement in the system developed to cover the need for a CAZ mitigations application and case management system?

Answer:

Neither JADU, Spacecraft, nor a subsidiary of JADU has been involved in the development of the Clean Air Zone mitigation grants application system.

The current approach to managing applications to these grant schemes has been developed by the Council's Information Technology & Digital (IT&D) and Clean Air Zone teams. As such it makes use of the platform and software tools which were originally developed by JADU for the Council, and which are supported as part of the existing support and maintenance agreement with the Council for the whole platform. The support agreement has been in place for several years and pre-dates the Clean Air Zone application system requirements.

The platform and software tools provided by JADU also underpin the Council's main website (www.birmingham.gov.uk) and a number of associated websites, including www.brumbreathes.co.uk.

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

H4 **Clean Air Zone Mitigations Application and Case Management System – Maintenance"**

Question:

How is the system developed for CAZ mitigations and case management being maintained? In house or externally, and if externally by whom and under what contract?

Answer:

The system is being maintained internally by the Council's Information Technology & Digital (IT&D) and Clean Air Zone teams.

The current approach to managing applications for mitigation grants makes use of the platform and software tools which were originally developed by JADU for the Council, and which are supported as part of the existing support and maintenance agreement with the Council for the whole. The support agreement has been in place for several years and pre-dates the Clean Air Zone application system requirements.

The platform and software tools provided by JADU also underpin the Council's main website (www.birmingham.gov.uk) and a number of associated websites, including www.brumbreathes.co.uk.

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR RON STORER

H5 Staff Travel

Question:

According to the latest Staff Travel Survey, what proportion of Council employees live outside the West Midlands metropolitan area and\or more than 30 miles from Birmingham Council House?

Answer:

The most recent staff travel survey was conducted between 22 March and 26 April 2019 (pre COVID-19), and invited responses from people working for BCC, Acivico, Capita and the Children's Trust.

2,220 responses were received, of which 2,084 gave an identifiable home postcode. Of these 2,084 home postcodes:

- 57.2% (1,193) are within the Birmingham LA boundary,
- 85.2% (1,775) are within one of the seven West Midlands metropolitan authorities,
- 97.3% (2,028) are within a 30 mile radius of Birmingham Council House.

These figures do not take into account where people said they usually work; overall, only 6.5% of respondents said the Council House was their usual place of work.

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR DAVID BARRIE

H6 City Centre Parking

Question:

How many parking spaces within the ring road were there in 2012 and as of today and how many do you expect there to be in 2024?

Answer:

2012 Parking Levels
The statistics from 2012 have been difficult to confirm, and estimates are only available for City Council Owned Car Parks and on Street Managed (generally Pay and Display) Parking Spaces. The estimates indicate that there were a total of 7280 spaces in Birmingham city centre car parks and a total of 2,803 on street parking spaces in the Inner Zone, Gun Quarter, Outer Zone and Jewellery Quarter. In addition, the City Council owned 11 industrial car parks with a total of 426 spaces.

2016 Parking Levels
The most comprehensive information is available from the 2016 City Centre Parking Survey which estimates that there were 59,732 car parking spaces available in the city centre. This includes off street publicly available spaces, BCC managed (on and off street) parking spaces, and private non-residential spaces (PNR).

2019 Parking Levels
An annual parking report is issued each year covering all BCC managed parking bays. The draft 2019/2020 report has the most up to date figures available and indicates a total of 4729 BCC City Centre Car Park spaces and 2929 managed on street (P&D) bays. One industrial car park remains in council ownership with 54 spaces. It should be noted that whilst BCC has not retained ownership of a number of car parks, some of this parking will still remain within the private market.

2024 Parking Predictions
Within the inner ring road by 2023 the number of parking spaces will reduce in line with the principles of Birmingham Connected and the draft Birmingham Transport Plan which includes the big moves of transforming and de-trafficking the city centre and managing demand for car travel through parking availability and pricing. The reduction in parking will be as a result of reduced demand as people switch to more sustainable modes but also because reduced parking provision in itself influences mode choice away from private car.

A number of central Birmingham City Council car parks are being closed and the land made available for other purposes, these include: Pershore Street, Paradise Circus, Markets, and Ludgate Hill. There are development schemes for which we can already identify a reduction in car parking spaces, at present it is predicted these will include the removal of at least 93 on street parking bays. There are also potential schemes in formative stages, which may receive approval before 2024 that could significantly impact the number of parking spaces. Once adopted, the more stringent parking standards set out in the draft Parking Supplementary Planning Document will further restrict the provision of new parking in the city centre given its high level of accessibility for public transport.

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR DAVID PEARS

H7 Parking Survey

Question:

Please provide a copy of the parking survey that was supposedly showed an excess of parking spaces within the city centre

Answer:

See below a copy of the City Centre Parking Report, which includes a comprehensive analysis of city centre parking.

There is also a separate appendices document which is too large to share via this format, but can be made available to you separately if required.

JACOBS

Birmingham City Centre Parking Study

Birmingham City Council

City Centre Parking Study

Document No. | Final

15 September 2016

Client Reference 1511-03 City Centre Car Parking Study

City Centre Parking Study

JACOBS

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1	23/08/2016	Revised Draft Report	HU	GS	GT
2	25/08/2016	Revised Draft Report	HU	GS	GT
3	26/08/2016	Revised Draft Report	HU	GS	GT
4	05/09/2016	Draft Final Report	HU	GS	GT
5	15/09/2016	Final Report	HU	GS	GT

Contents

Executive Summary

Birmingham Connected and Big City Plan aim to promote the use of sustainable travel modes; improve air quality and reduce traffic congestion. The plan implementation requires a closer look to parking demand and supply. Oversupply in the heart of the city could undermine these BCC policies. The development of a car parking strategy for the city centre that delivers the objectives of Birmingham Connected and to support future sustainable development is the focus of this commission. In January 2016 Jacobs were commissioned by Birmingham City Council to provide an evidence-based understanding of existing and future car parking dynamics and associated parking issues across the Birmingham City Centre.

The Combined Authority's Strategic Master Plan states: *"Our long term strategy will see a shift in emphasis of travel in line with thriving, prosperous, attractive large European city regions such as Munich, Stuttgart and Dusseldorf , where car use accounts for typically 35 – 45% of all journeys, compared to 63% in the West Midlands Metropolitan Area".*

This will never be realised if Birmingham city centre has 59,700 parking spaces, alongside consideration of the numbers of parking spaces in the West Midlands' strategic centres. Parking policy in Birmingham city centre is required to be policy driven t to achieve wider public policy transport objectives; resulting in a more prosperous Birmingham.

This report sets out the understanding of existing parking characteristics and recommends policy changes to ensure that parking supports the long-term viability of the city centre and contributes to a sustainable transport system.

The analysis has shown that there is an oversupply of parking in the city centre in relation to demand (in the range of circa 10,000 spaces). This oversupply occurs in most quarters except for Ladywood and Gun Quarter.

Quarter	Number of Spaces	Vehicle Demand	Permissible Maximum Parking Provision[1]	Possible Parking Reduction
Broad Street Entertainment District	8,040	5,143	5,900	-2,100
Civic & Business	5,754	3,998	4,600	-1,200
Curzon	7,474	5,952	6,800	-700
Eastside Learning Quarter	3,285	2,397	2,700	-600
Five Ways	7,915	5,789	6,600	-1,300
Gun Quarter	4,430	3,909	4,500	100
Highgate	2,236	1,772	2,000	-200
Jewellery Quarter	6,337	4,626	5,300	-1,000
Ladywood	2,481	2,417	2,800	300
Leisure & Retail	3,520	2,629	3,000	-500
Southern Gateway	6,300	4,389	5,000	-1,300
Westside	1,960	1,455	1,700	-300
Total	**59,732**	**44,475**	**50,900**	**-8,800**

Table 1.1: City Centre Parking Spaces and Demand (2016) and Permissible Maximum by Quarter

There is also a need to increase the proportion of dedicated short-stay spaces (less than 4 hours) compared to long-stay spaces available. The current split is 94: 6; long-stay: short-stay. This long-stay figure includes off-street car parks that do provide short-stay parking opportunities. However, as the short-stay is not protected, all of these spaces could be used for long-stay purposes and are classed as such in the proportion split. It is known from over 300,000 cashless payment records for BCC off-street car parks, that 60 per cent of the users are short-stay. Without dedicated short-stay spaces available, capacity in off-street car parks could be taken up by long-stay (commuter) parking and potentially not provide for business and visitor needs in the city centre.

[1] Permissible maximum parking provision calculated based on the vehicle demand plus a 15 per cent contingency.

There is an abundance of free on-street spaces (nearly 7,000 spaces) in the outer quarters of the city centre. It is noted that this contributes to unsociable or errant parking behaviour which contributes to illegal parking through the abuse of any forms of parking control and a perception of the requirement to provide 'free' parking. This also undermines other controlled parking and off-street and on-street parking tariffs set by the Council to manage demand.

The parking oversupply, the extent of unrestricted on-street parking and availability of long-stay parking all contribute to undermine sustainable transport policies of the Council, which aim to promote the use of public transport, walking and cycling into and within the City Centre. These factors also contribute to continued peak period traffic congestion and related reliability problems for Birmingham businesses and makes the achievement of modal shift and air quality objectives difficult, as well as undermining any tariff structure BCC adopt to manage demand.

Current Situation

There are estimated to be 59,732 car parking spaces available in the city centre (April 2016). This includes off street publically available spaces, on street parking spaces, and private non-residential spaces (PNR).

BCC has the largest market share of off-street parking in the city centre (18 per cent; 4,824 spaces). The remaining off-street parking capacity is managed by a range of private operators and equates to circa 21,000 spaces; with 8 private operators accounting for 60 per cent of the supply. Thus with BCC, there are nine operators who control over half of the car parks (62 of the 123 car parks) and 80 per cent of the capacity.

BCC controls a third of the on-street parking (3,368 spaces), with the remainder being free unrestricted parking in the outer quarters (6,955 spaces). BCC is committed to rolling out Controlled Parking Zones (CPZ's) across the city centre by 2021 to this unrestricted on-street parking. There is also an estimated 23,000 Private Non-residential spaces available in the City Centre.

BCC set tariffs for on-street and off-street parking which is cheaper than comparable core cities, private competitors and has tended to increase at a lower rate than inflation over the last 10 years.

To manage on-street parking better, tariff levels need to be higher than off-street tariffs encouraging longer stay parking in off-street car parks, with a policy change to promote a 'park once policy' and restrict re-parking within controlled parking zones.

The majority of people (60 per cent) who live within the City Centre do not have access to a car and this is reflected in the average car to dwelling ratio of 0.47. The existing space per dwelling ratio in the city centre is 0.73. This is higher than the census data figure and would indicate an over-provision of residential parking for the demand. Both figures are also significantly less than the current maximum of 1 or 1.5 (dependent on location) in the supplementary planning guidance. This suggests that in revised guidance the standards could be halved.

Census data has also shown that the majority of people that drive into the city core are not driving from with the local authority boundary but from the wider West Midlands. This highlights the attractiveness of the city centre as a regional centre and need to consider the wider impact on the region of any city centre policy changes.

Future Parking Supply

Background change was assessed to understand potential issues for future planning. Analysis of planning applications indicates change in parking supply is expected in the next 5 to 10 years with the overall number of parking spaces across the City Centre expected to increase. There is a trend in converting private non-residential (PNR) developments to residential with parking, which should lead to a reduction of PNR parking as long as PNR provision in new developments is controlled.

The level of long-stay parking spaces per worker is expected to decline, as a result of the CPZ programme, which will remove free, unrestricted on-street parking in the city centre. However, the long-stay spaces per worker (310 spaces per 1,000 workers in 2021) will remain significantly higher than in comparator core cities like

Manchester (220 spaces per 1,000 workers in 2016) and Nottingham (250 spaces per 1,000 in 2016). This should be considered in updated standards in the revised SPD.

The future growth analysis has shown that the city centre could deliver all the proposed growth by 2031 outlined in the *pre-submission BDP 2031* without any additional long-stay parking provided or replaced as a direct result of the proposed developments. This would be a bold policy position to not allow any more parking in the city centre as development occurs but it highlights the current excess parking supply in the city centre.

Summary of Recommendations

There are a range of approaches and options available to manage the supply of parking in the city centre and other complementary measures in support of parking policies. An option appraisal process was undertaken in two phases; an early sift of 71 options and a second sift of 41 options, leading to options to inform a series of recommendations.

The 45 recommendations from this study are a continuation and expansion of the policies of BCC; continuing the focus on economic growth with a reduction of car trips to, from and within the city centre. The overall 'push and pull' policies include recommendations to address parking supply, management, tariffs, Private Non-Residential (PNR) and residential parking and complementary measures to support parking and transport in the city centre.

- Reducing the parking supply in each city centre quarter to seek a reduction in long-stay (public and PNR) parking. This will include the removal of all temporary car parks and not allow any new temporary car parks; along with the introduction of minimum quality standards for existing and any redeveloped car parks.
- Charging for all on-street spaces and ensuring the tariff structure sets on-street short stay at a level higher than off-street parking in the local vicinity. The delivery of the CPZ programme across the city centre will deliver this, but this must include a review of tariff structures and off-street parking provision as part of the delivery as on-street parking should not be treated in isolation to off-street.
- Increasing the proportion of dedicated short stay parking in off-street car parks by dedicating spaces to ensure operational parking is available and not used by (long-stay) commuters.
- Reviewing BCC's tariff structure to take into account supply, demand and local characteristics alongside economic changes. This should include benchmarking of tariffs on a bi-annual basis.
- To expand the coverage of the pay by phone system for BCC controlled and managed parking.
- Revising SPD standards for new developments to reduce car use including; car free development permitted in areas with the highest public transport accessibility and lowering maximum standards for both residential and Private Non-Residential (PNR) parking to address the existing over-provision and actual travel characteristics and behaviours.
- Investigation into a Workplace Parking Levy to further reduce existing and future commuting by car and provide a fund to support modal shift and environment improvements. This could be introduced initially on a voluntary basis by public/private sector organisations that currently provide 'free' parking to employees.
- Provision of parking guidance though Variable Message Signs (VMS) further out on the radial routes and requiring all sites and new sites paying to be included with the system. Extension of the system to allow the development of a parking app for mobile phones by private sector partners and improved real-time information and ticketing for BCC parking via the BCC website..
- Provision of increased park and ride capacity around the region including new sites on the periphery of the City Centre, linked to the VMS system to encourage less traffic to enter the city centre.

It is recommended that the council take this study forward through:

- The revision of the supplementary planning document and parking policy, covering maximum parking standards and the updated knowledge for the city centre.

- The delivery of the CPZ programme across the remaining areas of the city centre.
- Development of a parking strategy and action plan for the city centre to deliver the other aspects of the study recommendations, within a cohesive policy that incorporates planning, highways, economic development, public transport and environmental sustainability.

1. Introduction

1.1 Purpose

The purpose of this study is to develop a car parking strategy for the city centre to deliver the objectives of Birmingham Connected and to support future sustainable development.

Birmingham City Council set out the following aspirations in relation to city centre car parking for this study:

- Manage congestion by reducing the amount of private vehicle trips into the city centre;
- Increase the use of sustainable modes such as walking, cycling and public transport for commuters (current medium – long stay car parkers);
- Support economic growth and prosperity by providing a majority of short-stay parking;
- Support a reduction in greenhouse gas emissions to improve air quality; and
- Control and manage the amount of on and off-street car parking in the city centre, to support Traffic Management Act and Network Management Duties, including the removal of unrestricted parking.

This City Centre Car Parking Report was produced by Jacobs under a commission from Birmingham City Council (BCC). The study is informed by an understanding of existing and future car parking dynamics and associated issues across Birmingham City Centre, through technical analysis and interpretation of available data.

1.2 Study Scope

The scope of the study was to provide an assessment of city centre parking supply and demand by city centre quarter; and to provide an integrated, holistic and balanced approach to parking alongside other transport and land-use policies and changes. This included:

- A baseline assessment of parking supply, pricing and usage for off-street car parks.
- Assessment of the amount of unrestricted / free on-street car parking spaces within the city centre
- Assessment of the usage of on-street parking across the city centre, both controlled and unrestricted
- Establishment of a baseline figure for the number and usage of private non-residential (PNR) spaces in the city centre and development of a process for the continued monitoring of PNR.
- Reviewing the number of parking spaces approved in relation to new city centre major residential and mixed use development since 2005.
- A review of parking availability in major city centre residential developments.
- Analysis of car park pricing identifying the exact extent of short and long stay car parking provision in the city centre.
- Considering the supply and cost of parking implications in the city centre in relation to other transport and land-use proposals.
- Consideration of innovative parking mechanisms for implementation within the city centre or areas of the city centre.
- Developing future car parking supply, pricing and demand scenarios for the city centre quarters, based on future transport and land use development proposals.
- Making recommendations on parking to inform changes to the Council's car parking guidelines with regard to the provision of parking spaces and pricing within the city centre and possible requirements which would impose minimum quality standards for car parks (i.e. cycling parking provision, electric vehicle charging, blue badge holders, technology, and way-finding).

The scope of this study did not include:

- Parking user preference surveys (as the purpose of the study was to provide a strategic position on parking supply/demand, not necessarily to understand the specific characteristics of car park users);
- An assessment or recommendation of car park ownership operating models;
- A review of the Parking Services management or operation within the City Council; and
- A detailed transportation cost benefit analysis of parking costs; case studies of successful schemes involving the removal of parking or an assessment of the best value use of available streetscape and kerbspace.

1.3 Report Structure

Following this Section (Introduction) that outlines the purpose and study scope, the report is structured as follows:

- Section 2, ***Strategic Context***, presents the strategic context of parking and transport in the city centre and City, outlining the key strategic documents and policies to inform and influence the study.
- Section 3, ***Current City Centre Situation***, examines the current (2016) parking supply, demand and utilisation by type across each quarter of Birmingham City Centre.
- Section 4, ***Future Parking Supply Scenarios***, discusses future growth scenarios and attempts to quantity the impact future developments will have on city centre parking provision.
- Section 5, ***Option Appraisal***, presents the appraisal of potential options for a parking strategy and proposes a way-forward.
- Section 6, ***Conclusions***, summaries the analysis undertaken and presents a succinct summary of the study findings to inform the recommendations.
- Section 7, ***Recommendations***, details a clear set of recommendations based on the study findings; intended to improve the planning, control, management and operation of parking in Birmingham City Centre.

1.4 Definitions

In this report the following terms are used to describe the various types of parking discussed:

- 'Long-Stay' parking refers to parking with a duration of more than 4 hours. Long-stay parking is primarily used by commuters / employees.
- 'Short-Stay' parking is defined as parking with a duration of 4 hours or less.
- 'Public parking' is parking which is available to members of the public and is not connected to a specific activity. This can be either on-street or in off-street multi-storey, surface or underground car parks.
- 'Controlled parking' is any space that has restrictions applied, usually in operation for a specific time of day (i.e. 0730 – 1830). This could include Pay & display bays, loading bays, disabled bays, permit bays or a no-fee, time-limited bay with a no return restriction. Controlled parking is managed by Traffic Regulation Orders (TRO), which are normally supported by appropriate signs and lines. Controlled parking for the purposes of this study are within the city centre controlled parking zones.
- 'Unrestricted' is parking, often on-street, which has no restrictions in place (i.e. no TRO) and allows parking for no-fee, for unlimited lengths of time, at any time of the day.

- 'Private Non-Residential' (PNR) parking is a space that is linked directly to a private premises, available for the purposes of that private business / occupier. This type of parking is not generally available to the public (although it can be pre-arranged through a contract agreement). This parking tends to be used by employees commuting to / from work, or reserved for occasional business visitors or customers. This type of car parking space is subject to the Valuation Office Agency (VOA) business rates (non-domestic rates).

- 'Residential parking' is provided specifically for residents of private residential developments and their visitors. This can be managed by a building managed or allocated to flats. Although not common, there are instances where 'residential' parking bays are leased by the owner to commuters, for long-stay use.

2. Strategic Context

Statutory and non-statutory documents which set the direction for the development of the transport system and influence parking supply and demand in the city centre include a suite of legal regulation and local policies.

Parking is a key component within numerous strategic planning documents for Birmingham, of which the key impacts for parking are summarised in this Section.

2.1 Legal Background

2.1.1 The Traffic Management Act 2004 (TMA)

The main purpose of the TMA is to reduce congestion and disruption to the road network. The TMA places a Network Management Duty (NMD) on Birmingham City Council (as the local traffic authority) to make sure their road network is managed effectively to minimise congestion and disruption to vehicles and pedestrians. This includes the ability for Birmingham City Council to enforce certain contraventions of the law by civil enforcement officers, for example for parking offences.

2.1.2 Road Traffic Regulation Act 1984 (RTRA)

This sets out the statutory powers that enable Birmingham City Council to secure the expeditious, convenient and safe movement of traffic along with the provision of suitable and adequate parking facilities. In recognition of parking demand and the requirement to control parking, legislation exists to prohibit parking (waiting) and for the provision of parking spaces for legally parked cars. The RTRA empowers BCC to control waiting; loading and provision of places to park. Parking can be provided either free of charge or for a fee.

Traffic Regulation Orders (TROs) are defined in Section 2 of the RTRA (1984). TROs can only be used for specified roads, and can be used for general prohibition of parking. The Road Traffic Regulations act states that TROs may be used for the following purposes:

- *A traffic regulation order may make any provision prohibiting, restricting or regulating the use of a road, or of any part of the width of a road, by vehicular traffic, or by vehicular traffic of any class specified in the order. For example they are used for the regulation of roads for use by; Specific Vehicles (e.g. Non HGVs); One Way Streets; Bus Priority; and, Pedestrianisation.*

2.1.3 Civil Parking Enforcement (CPE)

The police have handed over some of their on-street parking enforcement responsibilities to BCC, whereby parking enforcement is enforced through a civil as a contravention as opposed to a criminal offence. BCC is responsible for enforcing parking, loading, no stopping and waiting restrictions throughout BCC with the exception of the motorway network which is under Highways England control. BCC Enforcement Officers only have powers where parking restrictions are in place. The police have enforcement powers where restrictions are not in pace and in relation to the obstruction of any street or highway.

As stated in Section 55 of the Road Traffic Regulation Act (1984) all money generated by penalty charge notices must be used to pay for the enforcement service. In addition to stipulating how surpluses can be spent; including:

1. The making good to the general fund in line with the legislation.
2. Meeting all or any part of the cost of the provision and maintenance by the local authority of off-street car parks
3. If it appears to the local authority that the provision in their area of further off-street parking accommodation is unnecessary or undesirable, the following purposes; provision of or operation of public passenger transport services, highway or road improvements, environmental improvement.

2.1.4 The Equality Act 2010 (EqA)

The EqA requires Local Authorities to have regard for strategies that reduce inequalities that arise from socio-economic disadvantages. Within the context of a parking strategy the main focus of the EqA is on the provision of disabled parking places which should be located within close proximity of destinations and residences. In addition to this, the Equality Act requires the provision of safe and secure parking to reduce the fear of crime.

2.2 National Policy

2.2.1 Clean Air Zone (CAZ)

In December 2015, the Department for Environment, Food & Rural Affairs (DEFRA) set out actions on how to improve air quality in major UK cities, to achieve compliance with the EU Air Quality Directive, in the document "*Improving Air Quality in the UK, Tackling Nitrogen Dioxide in our Towns and Cities*", December 2015.

This identified Birmingham as a non-compliant local authority. Based on current forecasts it is expected that compliance will not be met by 2020. To address this non-compliance, the Government is mandating a Category C CAZ in Birmingham, plus additional supporting measures to enable compliance by this date.

The target group for the CAZ are vehicles that will need to meet tighter emissions standards – Euro 4 for petrol vehicles and Euro 6 / VI for diesel vehicles. Vehicles affected will include buses, lorries, coaches, mini buses, vans and taxis. The mandated CAZ will not include private cars but the CAZ framework will allow the Council to include private cars should it choose to, either in conjunction with, or independently of, the mandated CAZ.

Stronger parking management could be one of the supporting measures to achieve compliance, as it is a powerful tool in eliciting mode shift, reducing private vehicle trips into the city centre and improving air quality.

The parking policies of some local authorities include a reduction in parking charges for low emission vehicles. A congestion charge in line with the parking policy could encourage modal shift as demonstrated in London, or a Workplace Parking Levy in Nottingham as a means to manage congestion.

2.2.2 Parking Strategy and National Planning Policy Framework (NPPF)

National guidance stipulates that all local authorities need to develop a parking strategy covering on- and off-street parking that is linked to local objectives and circumstances. There has to be proper parking management, both to ensure that there is adequate provision of parking space and to ensure the smooth and efficient movement of traffic. Local authorities have long been responsible for managing all on-street and some off-street parking, whether directly or indirectly. Each local authority should have a clear idea of what its parking policy is and what it intends to achieve by it. This applies whether or not an authority is responsible for enforcement. They should appraise their policy and its objectives regularly.

National guidance previously contained within Planning Policy Guidance 13 (PPG13) required local authorities to set car parking standards as maximums. The NPPF published in March 2012 removed the prescriptive guidance with regard to adopting minimum or maximum standards and paragraph 29 of the NPPF states that: '*Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.*'

Paragraph 39 of NPPF states that: '*If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles*'.

The guidance issued from the Department for Communities and Local Government in March 2015 to be considered alongside paragraph 39 of NPPF states that: *"Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network."*

2.3 Local Policy

2.3.1 Birmingham Parking Policy 2010 & Car Parking Guidelines Supplementary Planning Document (SPD)

The Council's current ***Birmingham Parking Policy*** (May 2010) and ***Car Parking Guidelines Supplementary Planning Document*** (SPD) (February 2012), in operation at the time of publishing this report, sets a comprehensive approach to managing on-street and off-street parking, provision, control and enforcement.

The SPD sets out car, motorcycle and cycle parking standards, which apply when considering planning applications for new developments. The car parking standards set out in the SPD are defined as maxima. The SPD sets local maximum car parking standards for residential and non-residential development because of the clear need to manage car demand on a constrained local road network. Many residential and non-residential developments have been approved with car parking provision less than the standard because of the local circumstances e.g. high levels of public transport accessibility and through discussion with developers.

In line with the guidance in the NPPF, different car parking standards apply across the city to reflect the different levels of accessibility by public transport. Area 1 consists of the core area of the City Centre. Area 2 comprises the 'outer' parts of the City Centre, extending to the Middle Ring Road and areas within 500m of metro and suburban rail and local centres with good public transport provision. Area 3 comprises the remainder of the City.

2.3.2 Pre-submission Birmingham Development Plan (BDP) 2031

The pre-submission BDP 2031 sets out the spatial vision and strategy for sustainable growth of the City in the period up to 2031. The Plan proposes 51,000 new homes, 350,000 square metres of retail development and 745,000 square metres of office development to support an additional 150,000 people in the city by 2031.

Aspirations that parking policy can contribute to achieving are *"to ensure that the city has the infrastructure in place to support its future growth and prosperity"*, the availability of parking or the availability of desirable outside space can impact on the attractiveness of a location for investment.

Another key aspiration is to provide *high quality connections throughout the city, by encouraging the increased use of public transport, walking and cycling.* Parking policy impact can influence connections, for example by removing on street parking from bus routes to improve journey time reliability or encouraging modal shift by restricting parking.

2.3.3 Big City Plan

The Big City Plan, under the pre-submission BDP 2031 framework, sets out the aspiration to build 13,000 more homes and generate 51,000 new jobs in the city centre by 2031. The City Centre is the regional centre where major retail, leisure, office, residential and leisure activity will be focussed. The City Centre core will be expanded to support growth and the arrival of HS2.

This will see an expansion of office space from the city core to Five Ways and around Curzon HS2 and Moor Street Stations in Curzon. Employment centres will also extend in the Jewellery Quarter, Southern Gateway and Curzon.

There will be more high density city living in the southern and western quarters. The impact on parking from these residential developments is expected to be a higher number of short distance trips across the city centre by sustainable modes and a decrease in car ownership.

Transport improvements include a focus on expanding pedestrianised areas into the Civic & Business, Curzon, Southern Gateway and Jewellery Quarter, with improved walking, cycling and public transport access to support and build upon the arrival of HS2 in the city centre by 2026.

2.3.4 Birmingham Connected

Supporting the pre-submission BDP 2031 and the Big City Plan is Birmingham Connected. This is the City's transport strategy that provides the long term vision for transport and the series of transport investments to support sustainable economic growth, and a healthier, more attractive City. Birmingham Connected proposes an integrated transport system which will reduce congestion and improve the quality of life of its citizens.

As the most important economic centre for employment and business in the Midlands, Birmingham city centre attracts over 200,000 people during a morning weekday and nearly half a million people every weekday by a variety of modes. The increase in economic activity in the city centre and Midlands over the next 15 years is expected to generate an additional 140,000 daily trips to and within the city centre. Moving more people and goods to, from and within the city centre on the existing road network, where available land for transport remains unchanged and restricted is a significant challenge. Birmingham Connected sets out plans to give more priority to, and promote greater pedestrian and public transport opportunities and managing parking, is central to addressing the transport challenge and growth in demand. This means tough choices will be required regarding access and availability for car parking in the city centre.

Birmingham Connected has five core objectives, which are integrated into the option appraisal within this study:

- ***Efficient Birmingham*** – to facilitate the city's growth agenda in the most efficient and sustainable way possible, strengthening its economy and boosting jobs.
- ***Equitable Birmingham*** – to facilitate a more equitable transport system; linking communities together and improving access to jobs and services.
- ***Sustainable Birmingham*** – to reduce the impacts of air and noise pollution, greenhouse gas emissions and energy consumptions.
- ***Healthy Birmingham*** – to contribute to a general raising of health standards across the city through the promotion of walking and cycling and the reduction of air pollution.
- ***Attractive Birmingham*** – to contribute to enhancing the attractiveness and quality of the urban environment in local centres, key transport corridors and the city centre.

Birmingham Connected suggested the introduction of a workplace parking levy as a method to manage demand and raise revenue for re-investment in the transport system. This option has been appraised in this study.

2.3.5 Future Council Operating Model

The Future Council Programme is the vehicle that delivers the vision and sustainable operating model to create the future Birmingham and City Council. Future Council Programme SN35: Birmingham Connected – expansion of City Centre on-street parking, concessions and restrictions; supports the Birmingham Connected vision and contributes to creating a modern, thriving city. It outlines the implementation and expansion of controlled parking zones across the remaining areas of the city centre by 2021, with priority areas of Digbeth and the Irish Quarter to be delivered first.

2.3.6 West Midlands Strategic Transport Plan, 'Movement for Growth'

This plan provides the long term approach for improvements to the transport system across the West Midlands. The plan calls for *a metropolitan area parking policy co-ordinated with improvements to sustainable modes of walking cycling and public transport*. It also includes an expansion of park and ride sites; provision of parking for powered two wheelers and bicycles; balancing car access to centres to support economic vitality whilst promoting modal shift.

2.3.7 West Midlands Rail Park and Ride

Transport for West Midlands (TfWM) manages 9,766 Park and Ride (P&R) spaces across the West Midlands metropolitan area that serves Birmingham. Within Birmingham there are 3,578 free spaces located at rail stations. TfWM is investigating an expansion of the P&R network to support the expected increase in rail capacity and patronage. Additional P&R capacity will be in the form of strategic, local and micro sites. Potential locations for new park and ride sites in Birmingham to complement city centre parking changes have been identified and discussed in the option appraisal.

3. Current City Centre Situation

3.1 Introduction

This section presents the analysis of the current parking supply, demand and utilisation across Birmingham City Centre (2016). This information has been informed from existing data sources, site surveys, video and photo imagery, questionnaires and face-to-face surveys.

First, the current parking supply is discussed. Second an estimate of the vehicle demand entering the city centre potentially looking for a parking space is assessed, informed by the city centre cordon surveys. Finally, analysis of parking utilisation is presented to further inform and validate the level of demand for parking in the city centre. This enables an assessment to be made of the level of parking supply in the city centre and to understand if there is appropriate parking provision to support economic growth and the objectives of the City Council to create a sustainable, healthier and greener city and transport system.

For the purpose of this study the city centre is defined as in Figure 3.1 and has been divided into 12 quarters. These quarters have been defined by BCC to be consistent with planning development, along with the addition of the Five Ways quarter because of its importance to the study. Any reference to the city centre in this report refers to the quarters shown in Figure 3.1.

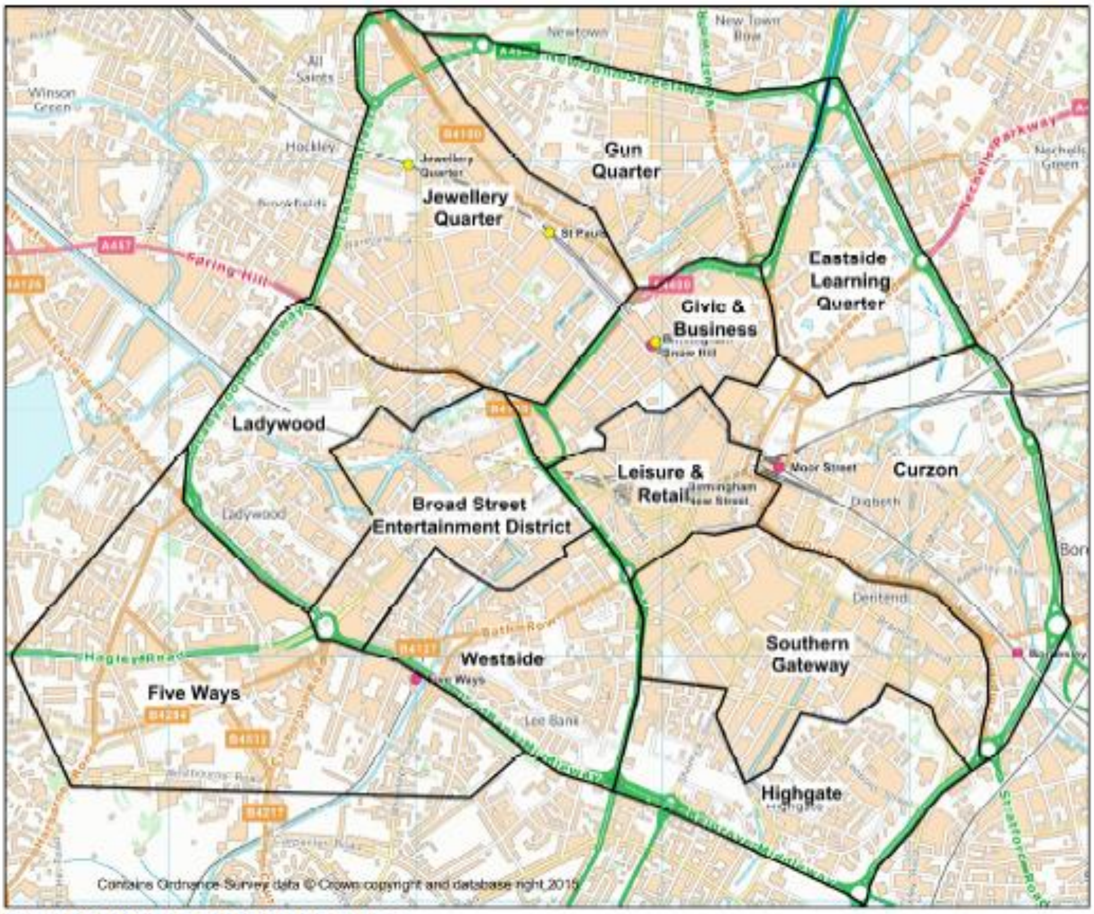

Figure 3.1 : Birmingham City Centre Quarters

3.2 Number of Parking Spaces

Table 3.1 presents a summary of the available parking supply, by type and quarter in the city centre in 2016. This indicates that there are just under 60,000 car parking spaces available in the city centre (59,732 spaces).

Quarter	Public Off-Street	Public On-Street (Controlled)	Public On-Street (Unrestricted)	PNR	Total
Broad Street Entertainment District	5,967	176	273	1,624	8,040
Civic & Business	3,033	422	0	2,299	5,754
Curzon	4,683	347	1,151	1,293	7,474
Eastside Learning Quarter	1,008	16	170	2,091	3,285
Five Ways	1,493	104	618	5,700	7,915
Gun Quarter	1,300	530	820	1,780	4,430
Highgate	130	0	1,210	896	2,236
Jewellery Quarter	1,832	1,390	139	2,976	6,337
Ladywood	187	0	1,322	972	2,481
Leisure & Retail	2,575	112	56	777	3,520
Southern Gateway	3,586	186	951	1,577	6,300
Westside	472	85	245	1,158	1,960
Total	**26,266**	**3,368**	**6,955**	**23,143**	**59,732**

Table 3.1 : Overview of spaces by quarter

3.2.1 Public Off-Street Car Parks

There are 123 car parks of different types and standards (i.e. multi-storey, single storey, temporary), available in the city centre to the public (Table 3.2). Fourteen of these car parks (1,537 spaces included in the public off-street total) have temporary approval, which has either expired or is due to expire by 2019.

Quarter	BCC Ownership		Private Ownership			Total
	MSCP	SSCP	MSCP	SSCP	Temporary CP	
Broad Street Entertainment District	610(1)	54(1)	4,758(7)	405(3)	140(1)	5,967(13)
Civic & Business	863(1)	-	2,072(3)	98(4)	-	3,033(8)
Curzon	-	-	2,394(2)	1,585(12)	704(5)	4,683(19)
Eastside Learning Quarter	984(1)	-	-	24(1)	-	1,008(2)
Five Ways	93(1)	-	1,400(1)	-	-	1,493(2)
Gun Quarter	-	-	-	1,300(25)	-	1,300(25)
Highgate	-	-	-	130(1)	-	130(1)
Jewellery Quarter	553(1)	287(2)	500(1)	381(9)	111(2)	1,832(15)
Ladywood	-	-	-	137(4)	50(1)	187(5)
Leisure & Retail	387(1)	101(2)	1,985(4)	183(2)	19(1)	2,575(10)
Southern Gateway	892(2)	-	1,519(3)	662(9)	513(4)	3,586(18)
Westside		-	302(1)	170(4)	-	472 (5)
Total Spaces (Car Parks)	**4,382(8)**	**442(5)**	**14,930(22)**	**4,975(74)**	**1,537(14)**	**26,266 (123)**

Table 3.2 : Public Off Street Parking Spaces and Car Parks by type, number, ownership and quarter

BCC own 16 car parks in the city centre, of which 13 are managed and operated directly by BCC. The other 3 car parks are located at the National Indoor Arena (NIA) and are managed by a separate company. For the purposes of this study, the 3 NIA car parks (1,995 spaces) are treated as privately operated. (As recently as 2013, BCC did own more surface car parks but a decision was made to sell-off a number of these to private operators. Many of these continue to operator as public off-street car parks.)

The 13 car parks operated by BCC provide 4,824 spaces and 18% of the total public off-street parking market share (Table 3.3). This is the largest share of parking managed by a single operator in the city centre. Other operators with a significant market share of off-street parking in the city centre include:

- NCP (4,367 spaces; 9 car parks; 17% market share);
- Bull Ring Management (3,053 spaces, 3 car parks, 12%);
- APCOA (2,110 spaces; 4 car parks; 8%);
- NIA (1,995 spaces, 3 car parks, 8%);
- Gallan Parking (1,481 spaces; 18 car parks; 6%); and
- Euro Car Parks (1,293 spaces; 10 car parks; 5%).

In addition, both Q-Park (890 spaces) and B4 Parking (752 spaces) operate a single car park that provides a 3% share of the total supply. Overall, BCC and these 8 private operators control half of the available public off-street car parks (62) and account for 80% (20,765 spaces) of the total off-street parking supply available in the city centre.

Quarter	BCC		Private	
	Spaces	Market Share	Spaces	Market Share
Broad Street Entertainment District	664	11%	5,303	89%
Civic & Business	863	28%	2,170	72%
Curzon	-	-	4,683	100%
Eastside Learning Quarter	984	98%	24	2%
Five Ways	93	6%	1,400	94%
Gun Quarter	-	-	1,300	100%
Highgate	-	-	130	100%
Jewellery Quarter	840	46%	992	54%
Ladywood	-	-	187	100%
Leisure & Retail	488	19%	2,087	81%
Southern Gateway	892	25%	2,694	75%
Westside	-	-	472	100%
Total Spaces / Market Share	**4,824**	**18%**	**21,442**	**82%**

Table 3.3 : Public Off Street Parking Spaces and Market Share (BCC: Private)

Historically the number of available off street car parking spaces and car parks has increased whilst BCC's market share has decreased. In 2000, BCC had a 50 per cent market share of the 18,705 available off-street spaces in the city centre (Appendix A). This market share has decreased year-on-year, whilst the number of off-street spaces has increased by over 40 per cent (7,561 spaces). The reduced BCC market share is a by-product of previous policies to sell-off BCC parking stock and an increase in surface car parks operating across the city centre.

3.2.2 On-Street Parking

There are 10,323 on-street parking spaces available across the city centre, a mix of controlled and unrestricted spaces.

A third (3,368 spaces) of the on-street parking is controlled, and BCC manage all of this controlled parking. This controlled parking consists of Pay & Display, time-limited (no fee) and permit bays, across five Controlled Parking Zones (CPZs) within the city centre:

- Inner Zone;
- Outer Zone;
- Gun Quarter;
- Jewellery Quarter; and
- Eastside.

There is also controlled parking in the Five Ways quarter, along the main arterials into and out of the city, which has no-fee time-limited parking available (104 spaces).

The rest of the on-street parking (6,955 spaces) is unrestricted. This type of parking provides the opportunity to park on-street, for an unlimited period of time, at no 'cost for the end-user. However, there is inevitably a cost associated with this type of parking to BCC (i.e. leads to congestion). Also, unrestricted parking undermines other transport polices and strategies, causing congestion, which has a negative cost to the economy and impact on the Council's Network Management Duty (NMD).

BCC's Future Council Programme recognises the cost of maintaining 'free' unrestricted parking. It has identified plans to implement controlled parking zones (CPZ's) across the remaining areas of the city centre by 2021. This will look to remove all the current areas of unrestricted parking in the city centre.

3.2.3 Private Non-Residential (PNR) Parking

PNR spaces are usually provided by businesses at no fee, although again there is a cost associated with providing the spaces (i.e. cost to construct, maintain, business rates to pay, cost of congestion, etc.).

For this study, PNR spaces were established through initial analysis of VOA business rates data for car parking spaces. This information was checked against planning data, survey data collated through the Business Improvement Districts (BIDs), site visits and extensive analysis of satellite imagery.

This identified 23,143 PNR spaces within the city centre. This figure may be an underrepresentation of the actual number of PNR spaces; as businesses may not declare all the available spaces if they deem them to not be in use.

Analysis of the information shows Five Ways (5,700 PNR spaces) provides 25% of the total available PNR in the city centre. This is a significant proportion and could be explained by the location of the quarter outside of the tighter SPD area 1 with characteristics of low rise offices. This parking provision is despite the quarter being served by frequent bus services and a rail station.

Within the ring road, the Jewellery Quarter has the highest provision of PNR spaces (2,976 spaces; 13% market share). This quarter is within area 2 of the SPD so parking standards are relaxed compared to the city core, and the type of businesses in this quarter could be reasons for the higher parking provision. This is despite the quarter having a metro/rail station at its centre and another metro stop on the edge.

The Civic & Business Quarter, which houses the majority of the office and tertiary services in the city centre, has 2,299 spaces (10% market share). The Eastside Learning Quarter also provides over 2,000 PNR spaces. This is largely driven by the single business of Aston University, which has over 650 PNR spaces available on its campus. These four quarters alone provide over half (56%) of the total PNR provision across the city centre.

3.2.4 Residential Parking

Parking information was provided by BCC for private residential developments in the city centre. This covered 86 developments and just under 9,000 dwellings. The number of parking spaces was known for 52 of the developments. This identified the provision of 4,620 spaces for 6,289 dwellings (0.73 spaces per dwelling).

This is less than the maximum standard defined by the SPD for area 1 (1 space per dwelling). All the developments identified had parking associated. Two developments have parking spaces per dwelling of less than 0.1:

- Islington Gates, Jewellery Quarter: 0.08 space per dwellings (12 spaces for 142 dwellings)
- Brindley House, Jewellery Quarter: 0.1 space per dwelling (25 spaces for 246 dwellings)

Ten developments have a 1:1 parking to dwelling or greater ratio. The highest ratios being:

- Sherbourne Lofts, Westside: 1.4 spaces per dwelling (42 spaces for 30 dwellings)
- Concord House, Westside: 1.3 spaces per dwelling (25 spaces for 19 dwellings).

3.2.4.1 BCC Housing

An assessment of the parking provision at BCC housing locations in the city centre has not been undertaken as part of this study. This is being undertaken as part of a separate commission by BCC.

3.3 Cordon Demand

3.3.1 2015 Cordon Report

A biannual cordon survey is undertaken of Birmingham City Centre, with the last survey undertaken in November 2015. This provides accumulation of vehicles within the city centre over a 24-hour weekday period. It highlights a maximum accumulation of circa 25,000 vehicles, peaking at 12pm (Figure 3.2).

The trend over the last 10 years has been a decrease in vehicle demand in the city centre. There has been a circa 10,000 vehicle decrease, from the peak in 2005, to the current volume of 25,000 vehicles. The scope of this report does not include the details of how this decrease has arisen.

This data would suggest there is an over-provision of public and PNR parking spaces in the city centre. Based on a vehicle demand of circa 25,000 and a current parking supply of circa 60,000, it is estimated that only some 42 per cent of spaces are being used on a weekday.

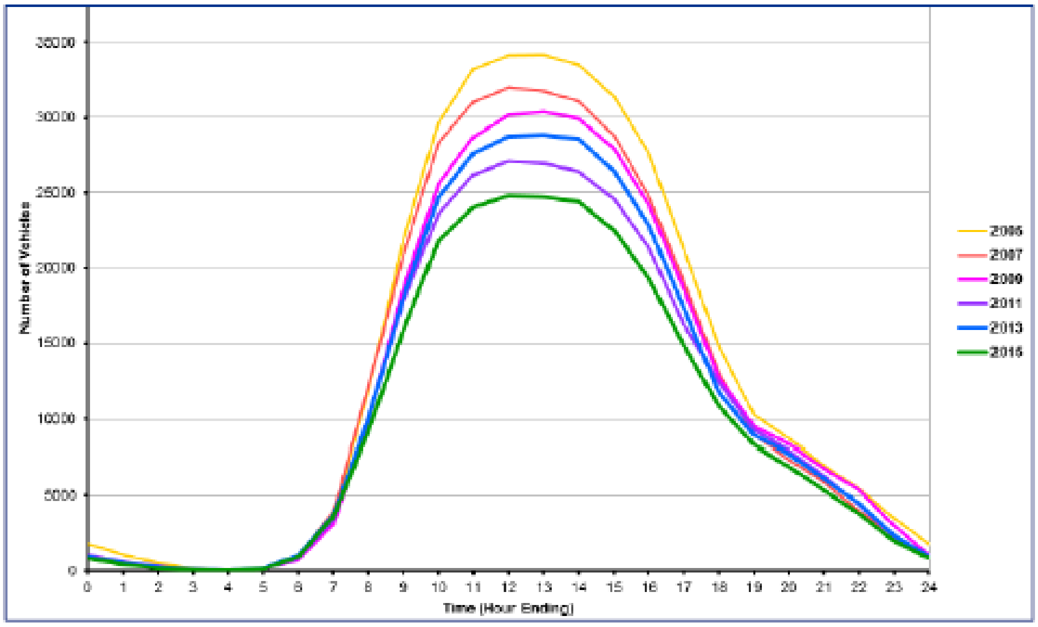

Figure 3.2 : Birmingham City Centre Cordon – Accumulation of Vehicles within the Cordon (source: Birmingham Cordon Report, March 2016)

The accumulation of vehicles (trips retained within the cordon and thus excluding through trips) can be used as a proxy to determine the demand for parking in the city centre. The cordon does not capture vehicles starting and ending a trip within the city centre (cordon). As a result, it will slightly underestimate the vehicle demand in the city centre. This demand can be estimated based on census journey to work data. From census data it is estimated that there are 2,500 car journey to work vehicle trips that start and end in the city centre.

Assuming that these trips occur at the same time (which is highly unlikely) during the peak accumulation, it can be estimated that the maximum daily vehicle demand in the city centre is 27,500 vehicles. This can be used to identify the level of parking required in the city centre. There is a need to ensure sufficient availability to accommodate fluctuations in demand and avoid congestion from people searching for spaces; it is internationally generally accepted that parking availability should be around 15%.

This would indicate a parking supply of circa 32,000 spaces is needed; recognising that city centre vehicle demand year-on-year has been decreasing. This is just over half of the existing provision.

3.4 Utilisation

The cordon demand can be used as a proxy to estimate the vehicle demand and associated number of spaces required (32,000). Further evidence of actual usage can be captured based on observed utilisation from car park data. This can be used to validate the cordon demand estimates and provide an understanding of the actual parking space utilisation and subsequent demand.

Utilisation data sources include the Birmingham Urban Traffic Control Management System (UMTC); video imagery captured during hourly on-street surveys; ticket machine and ParkMobile data for Pay and Display (P&D) bays in the Inner Zone; site surveys, face-to-face surveys and questionnaires.

Utilisation has been calculated as follows;

- On-Street – Charged Streets; utilisation was calculated from the ticket duration data obtained from ticket machine and cashless parking data.
- On-Street – Covered by an occupancy survey; utilisation was calculated for each survey route over the day by identifying the number of parked vehicles/ divided by the number of spaces available.
- On-Street – Not Covered by Survey; for these streets a survey using Google Earth imagery to estimate usage was undertaken.
- UTMC Car Parks – UTMC counters record the number of vehicles entering and exiting a car park, but at present does not record duration data. From this data the accumulation of vehicles was calculated, and from this the assumed utilisation was calculated for each of the respective UTMC car parks.
- Non UTMC Off-Street Car Parks – Gallan provided utilisation data for 9 of their off street car parks, this utilisation data was used as a representative figure for all none UTMC car parks.

The rest of this section discusses the utilisation of the different types of parking (off-street, on-street and PNR), informed from the available data sources. Utilisation for public off-street and on-street parking has been calculated for four different time periods:

- 0600 – 1000;
- 1000 – 1600;
- 1600 – 1900; and
- 1900 – 2400[2].

3.4.1 Public Off-Street Parking

Public off-street utilisation was calculated for this study using data from the UMTC and information received from Gallan Parking; Q-Park (Brindley Place), B4 Parking and APCOA (Broadway Plaza). The UMTC provides real-time occupancy data in 5 minute intervals for 21 multi-storey car parks in the city centre.

3.4.1.1 Public Off-Street Parking (Multi-Storey)

The UTMC covers 14,136 off-street spaces in 21 BCC and privately operated multi-storey off-street car parks across the city centre; accounting for 54% of the total public off-street parking spaces. Other utilisation data was made available by private operators for three multi-storey car parks not linked to the UTMC (Brindley Place, B4 Parking and Broadway Plaza); giving 89 per cent coverage of the total multi-storey spaces (Table 3.4).

[2] Off Street Car Parks only

Notable missing data for car park utilisation includes:

- BCC Millennium Point (Eastside Learning Quarter) – 984 spaces;
- BCC Jewellery Quarter Vyse Street (Jewellery Quarter) – 553 spaces; and
- NCP Horsefair (Westside) – 302 spaces.

Quarter	Multi-Story Spaces (car parks)	UTC Data Spaces	Other Data Spaces	Coverage
Broad Street Entertainment District	5,368 (8)	4,478 (7)	890 (1)	100%
Civic & Business	2,935 (4)	2,183 (3)	752 (1)	100%
Curzon	2,394 (2)	2,394 (2)	-	100%
Eastside Learning Quarter	984 (1)	-	-	0%
Five Ways	1,493 (2)	-	1400 (1)	94%
Jewellery Quarter	1,053 (2)	500 (1)	-	47%
Leisure & Retail	2,372 (5)	2,332 (4)	-	98%
Southern Gateway	2,411 (5)	2,249 (4)	-	93%
Westside	302 (1)	-	-	0%
Total	**19,312 (30)**	**14,136 (21)**	**3,042 (3)**	**89%**

Table 3.4: Multi-storey car park utilisation data coverage

Analysis of the off-street car park data available from the UTMC and other sources was undertaken for an average weekday, during each month between May 2015 and February 2016 (Appendix C).

A conservative estimate of the utilisation and demand is to take the month with the highest average weekday. This was the utilisation and demand in December 2015. Typically a neutral month, representative of the average demand would also be observed. Taking the utilisation in December 2015 (non-neutral month) provides a worse-case, when the demand is observed to be the highest. This ensures a significant degree of resilience is built into any demand assumptions as it accommodates the highest expected average weekday demand.

A summary of the vehicle demand and utilisation from this data for an average weekday in December 2015 is shown in Table 3.5. The highest average weekday utilisation occurs during the 1000 to 1600 period when 60% of the spaces are occupied. The data also indicates that approximately a third of the multi-storey car parking capacity is occupied before 10am. It could be inferred that this is demand from commuters arriving during the morning peak. The data in Table 3.5 is informed by information provided by other non-UTMC car parks. The pre-1000 figure from the UTMC car parks is slightly lower at 27 per cent. Therefore the actual commuter parking demand in multi-storey car parks could be lower at around 25 to 30 per cent.

Time Period	Demand	Utilisation
0600 – 1000	5,773	34%
1000 – 1600	10,273	60%
1600 – 1900	7,381	43%
1900 – 2400.	5,487	32%
Spaces not included (unknown)	*1,839*	-

Table 3.5: Known Multi-Storey Car Park Vehicle Demand and Utilisation (Average Weekday – December 2015)

To give an estimate of the total vehicle demand for off-street parking, the peak observed utilisation has been factored up to account for the unknown 1,839 multi-storey spaces. This approach assumes that the unknown car parks perform in line with the average known utilisation. This provides a conservative estimate of vehicle demand. As it is understood that the two unknown BCC car parks (Jewellery Quarter and Millennium Point), both perform below the average of the UTMC car parks.

Therefore, this off-street (multi-storey) vehicle demand is likely to be a conservative estimate (Table 3.6). For the purpose of determining the peak average vehicle demand this will provide allowances for variability in parking demand and supply. It is estimated that the average 12-month peak parking demand on a weekday is circa 10,300 to 10,700 vehicles. This indicates the conservative estimate to be circa 1,000 vehicles higher.

Public Off-Street (Multi-Storey)	Number of Spaces	Vehicle Demand	Available Spaces	Peak Average Utilisation
24 Multi-Storey Car Parks (known UTMC and other data utilisation)	17,178	10,273	6,905	60%
All 30 Multi-Storey Car Parks	***19,312***	***11,549***	***7,763***	***60%***

Table 3.6: Maximum Average Weekday Public Off-Street (Multi-storey) Vehicle Demand (1000 – 1600)

3.4.1.2 Public Off-Street Parking (Single-Storey)

Almost three quarters of the public off-street parking is available in the 30 multi-storey car parks (19,312; 74%). The remaining 26 per cent of public off-street parking spaces (6,954) are provided in single-storey car parks (i.e. surface car parks). This is a mix of BCC and privately operated, including some temporary car parks (1,537 spaces).

The privately operated car parks generally operate a simple two-tier tariff structure; an hourly charge and a 24-hour charge. The 24-hour daily tariff tends to offer cheap all-day parking opportunities (i.e. less than £5 for 24 hours).

No accurate utilisation data is available for the five BCC operated surface car parks. However, it can be assumed that they are regularly used based on revenue figures and site observations to establish utilisation.

Gallan Parking provided ticket data from February 2016 for nine of their eighteen surface car parks. This data was used to determine the average and maximum weekday utilisation before 1000 and between 1000 and 1600.

If it is assumed that the other surface car parks have a similar utilisation to Gallan Parking, it would indicate a daily demand of circa 5,900 vehicles in the single-storey car parks (Table 3.7). This does ensure that the estimate of vehicle demand allows for resilience and variability in demand.

Operator	Total Spaces	Before 1000		1000 – 1600	
		Spaces Occupied	Utilisation	Spaces Occupied	Utilisation
Gallan Parking	569	375	66%	480	84%
Single-storey total	***6,954***	***4,583***	-	***5,866***	-

Table 3.7: Gallan Parking surface car parks average weekday utilisation (February 2016) and estimated single-storey car park demand

3.4.1.3 Public Off-Street Parking Summary

There is a range of usage across the public off-street car parks, influenced by location, standard and price.

The public off-street parking assessment indicates the peak average parking utilisation across the city centre occurs during the 1000 to 1600 period. This trend follows a similar pattern to the cordon demand surveys, which reaches a peak around 1100 to 1400, before slowly decreasing into the afternoon and early evening. Analysis of the peak average utilisation for multi-storey parking suggests a daily peak demand of circa 11,500 vehicles. The demand in single-storey car parks is circa 5,900 vehicles. Overall, this indicates a peak daily demand of 17,400 vehicles for off-street parking in the city centre (Table 3.8) or 66 per cent utilisation.

Type of Parking	Total Spaces	Vehicle Demand	Average Utilisation
Off-Street Multi-Storey	19,312	11,500	60%
Off-Street Single-Storey	6,954	5,900	84%
Total	***26,266***	***17,400***	***66%***

Table 3.8: Estimate of Peak Average Weekday Vehicle Demand for Off-Street Parking (1000 - 1600)

It should be noted that the vehicle demand analysed is a maximum likely demand.

The demand for multi-storey parking is based on weekday demand during the highest average month (December 2015) from the available data. Using the highest demand from December 2015 ensures a conservative forecast that will likely over-estimate the average daily vehicle demand experienced throughout the year (by circa 1,000 vehicles).

It has been assumed that the multi-storey car parks with unknown demand perform in-line with the average (60 per cent). This is unlikely given site observations and understanding of usage at these car parks.

It also assumes all surface car parks achieve the same level of utilisation as Gallan Parking, which is known to be a strong performer in the market.

3.4.2 On-Street Parking

Analysis of on-street parking has been split by controlled and unrestricted parking. Data was obtained through extensive street-view car video surveys; of areas where ticket machine data was unavailable and where there is unrestricted parking. Analysis of the video surveys was used to establish the on-street demand and utilisation outside of the Inner Zone CPZ. The Inner Zone CPZ data and the video survey utilisation data is provided in Appendix F.

The associated demand for the on-street analysis was calculated using the observed demand from the parking survey and Inner Zone CPZ ticket data. The data includes illegal parking observed (i.e. in front of driveways) and explains over 100 per cent utilisation in some quarters.

The associated demand and utilisation is outlined in Table 3.9 for 0600 -1000; 1000 - 1600 in Table 3.10 and Table 3.11 demonstrates demand from 1600.

The on-street demand follows a similar trend to the cordon demand and off-street utilisation, with the maximum demand experienced between 1000 and 1600. During this time period, the average peak hour demand is circa 8,400 vehicles or 82 per cent of the available on-street spaces.

The demand includes illegal parking in areas of unrestricted parking. This demand is split across the controlled and unrestricted parking spaces. The unrestricted parking is nearly at capacity, with 97 per cent of the available spaces occupied. This is compared to only 50 per cent of the controlled parking in use. This would demonstrate the desire of users to use 'free' on-street parking where available. The 97 per cent utilisation is the highest of all the parking types offered across the city centre.

Quarter	Average Hour Controlled Demand	Average Hour Controlled Utilisation (%)	Average Hour Unrestricted Demand	Average Hour Unrestricted Utilisation (%)
Broad Street Entertainment District	70	40%	90	33%
Civic & Business	69	16%	0	-
Curzon	77	22%	1,027	89%
Eastside Learning Quarter*	0	-	293	172%
Five Ways	0	-	286	46%
Gun Quarter	71	13%	1,261	154%
Highgate	0	-	760	63%
Jewellery Quarter	530	38%	141	101%
Ladywood	16	-	1,082	82%
Leisure & Retail	13	12%	0	-
Southern Gateway	11	6%	801	84%
Westside	99	116%	36	15%
Total	**956**	**28%**	**5,777**	**83%**

*Includes roads not covered by survey which are assumed the same demand all day

Table 3.9: On-street Parking Demand and Utilisation (0600-1000)

Quarter	Average Hour Controlled Demand	Average Hour Controlled Utilisation (%)	Average Hour Unrestricted Demand	Average Hour Unrestricted Utilisation (%)
Broad Street Entertainment District	125	71%	121	44%
Civic & Business	215	51%	0	-
Curzon	87	25%	1,298	113%
Eastside Learning Quarter*	0	0%	293	172%
Five Ways	0	0%	332	54%
Gun Quarter	91	17%	1,260	154%
Highgate	0	-	927	77%
Jewellery Quarter	855	62%	127	91%
Ladywood	32	-	1,429	108%
Leisure & Retail	44	39%	0	-
Southern Gateway	56	30%	959	101%
Westside	147	173%	11	4%
Total	**1,652**	**49%**	**6,757**	**97%**

*Includes roads not covered by survey which are assumed the same demand all day

Table 3.10: On-street Parking Demand and Utilisation (1000-1600)

Quarter	Average Hour Controlled Demand	Average Hour Controlled Utilisation (%)	Average Hour Unrestricted Demand	Average Hour Unrestricted Utilisation (%)
Broad Street Entertainment District	0	0%	4	1%
Civic & Business	93	22%	0	-
Curzon	66	19%	939	82%
Eastside Learning Quarter*	0	-	293	172%
Five Ways	0	-	164	27%
Gun Quarter	18	3%	331	40%
Highgate	0	-	837	69%
Jewellery Quarter	18	1%	0	-
Ladywood	0	-	221	17%
Leisure & Retail	39	35%	0	-
Southern Gateway	64	34%	765	80%
Westside	0	-	0	-
Total	**298**	**9%**	**3,554**	**51%**
*Includes roads not covered by survey which are assumed the same demand all day				

Table 3.11: On-street Demand and Utilisation (After 1600)

3.4.2.1 Controlled Parking Utilisation Observations

Controlled includes streets which are charged or have restrictions in place within a CPZ. Within these streets it was observed that the demand fluctuates considerably throughout the day, from a peak of 50 per cent during the daytime to less than 30 per cent in the morning and evening. Where the number of vehicles exceeds 100% utilisation, cars were errantly parked, this typically included cars parked in front of points of access such as driveways and entrances or parking on double yellow lines.

Some Key observations were:

- Berkeley Street experienced close to maximum utilisation with a peak of 93% utilisation. (Broad Street Entertainment District)
- Newhall Street and Livery Street were quiet before 8am then operated at capacity for the remainder of the day; with evidence of compact parking; the parking of cars closer together that normally observed during the peaks with a risk of errant parking at busy times. (Civic & Business)
- Coventry Street is a restricted street with ample parking which did not exceed capacity throughout the survey. Street such as Fazeley Street which has much less available parking was operating at or near capacity throughout the survey. (Curzon)
- Pershore Street and Ladywell Walk both have less than 10 spaces each, but the survey demonstrated these are thoroughly utilised throughout the day. Kent Street in comparison though, with more spaces utilised under 20 per cent. (Southern Gateway)
- Ernest Street between 8am and 2pm showed a number of errant parked cars. (Westside)
- Upper Gough Street between 10am and 4pm operated at capacity. (Westside)

3.4.2.2 Unrestricted Parking Utilisation Observations

Unrestricted streets have no restriction or control in place and as expected the overall demand was greater than controlled streets, along with a higher proportion of errantly parked cars. This typically included cars, parked in front of points of access such as driveways and entrances and two-abreast on footways. Key observations were:

- Meriden Street and Bordesley Street in the Curzon Quarter have relatively few parking spaces, which are regularly exceeded with cars errantly parking.
- All unrestricted streets in the Broad Street Entertainment District operate within capacity during the day, with the exception of Essington Street.
- Pritchett Street in the Gun Quarter was highly utilised from 0800 to 1600, and experienced high levels of errant parking from 1100 to 1200, when demand was double the number of available spaces
- In Southern Gateway, Barford Street had numerous illegally parked cars before 0800.
- Vaughton Street South between 1000 and 1200 have over twice as many cars parked as spaces available.

3.4.3 PNR Parking

Interview surveys with businesses and building managers provides an indication of the average occupancy of parking in building premises. Through the surveys the majority of the businesses indicated full utilisation.

It is known from discussions with building occupiers and site observations that these occupancy assumptions tend to over-estimate the actual demand. However, it is very difficult to validate the assumptions and numbers. From experience of similar exercises undertaken by other local authorities (i.e. Nottingham), it was found that PNR usage was often over-estimated by 10%.

Taking the estimates on merit as a proxy for the overall PNR usage, it could be assumed that PNR parking is circa 85 per cent utilised or demand of circa 19,000 vehicles. This is based on a sample of 1,800 spaces defined by businesses (less than 10% of the total supply) from the surveys.

As a means to manage PNR parking in the city centre, BCC do have the opportunity to implement a workplace parking levy (WPL). A WPL has been successfully implemented in Nottingham and achieved a 17.5 per cent reduction in PNR spaces as a result of implementation, as employers sought to limit their liability, or introduced parking management schemes. After introduction there has been a gradual reduction with the number of PNR spaces stabilising at 75% of the pre WPL supply. Since the WPL has been introduced in Nottingham the percentage of employees covered by a workplace travel plan has increased from 25% in 2010 to 33% in 2014.

As demonstrated in Nottingham, a WPL would encourage a reduction in parking supply, so that only spaces required by employees for business needs are used. It also has the benefit of generating income for re-investment in the transport system to support and improve public transport and other sustainable modes (i.e. walking and cycling). It is estimated that a WPL for Birmingham city centre including Five Ways, could generate in the region of £6 million per annum. This figure is based on the PNR supply and demand data collected in this study and the Nottingham WPL methodology. There is the added benefit from a WPL that additional match-funding can be accessed.

3.4.4 Residential Parking

No assessment of residential parking utilisation has been made as part of this study.

The original scope included an assessment to be made of residential parking usage. However, BCC decided that due to sensitivities with access to private residential developments, any utilisation for this type of parking would be assessed by BCC as part of a separate commission and inform recommendations at a later date.

3.4.5 Summary of Vehicle Demand for Parking

A very conservative estimate of the peak (1000 – 1600) average weekday demand for parking in the city centre is circa 45,000 vehicles (Table 3.12).

Type of Parking	Total Spaces	Vehicle Demand	Average Utilisation
Off-Street Multi-Storey	19,312	11,500	60%
Off-Street Single-Storey	6,954	5,900	84%
On-Street	10,323	8,400	82%
PNR	23,143	19,000	82%
Total	***59,732***	***44,800***	***75%***

Table 3.12 : Estimate of Peak Average Weekday Vehicle Demand for Parking (1000 - 1600)

This is a conservative estimate because it is based on utilisation data from December 2015 for off-street multi-storey car parks and less than a 10% sample of actual PNR data. The December 2015 off-street data provides the highest average weekday demand.

Based on the estimated vehicle demand, it could be suggested that the maximum available parking supply required for the city centre is circa 50,000 spaces.

This assumes a 15 per cent allowance for parking availability based on the estimate conservative peak demand (44,800 demand x 15% = 51,500 spaces). A 15% allowance is internationally recognised by parking management and operation as being sufficient to avoid congestion from insufficient capacity (i.e. looking for a space).

3.5 BCC Tariffs

3.5.1 BCC Tariffs

BCC has a role in setting the pricing structure to influence travel choice for 8,192 spaces (4,824 off-street and 3,368 on-street spaces).

3.5.1.1 Off-Street

To understand the pricing strategy, an assessment of the off-street tariffs in April 2004 and April 2016 has been undertaken (Table 3.13). This has highlighted variability in off-street parking charges.

The cost of 24-hour parking at four BCC car parks has decreased since 2004. Both Pershore Street and the Markets multi-storey are cheaper by £2.50/day. This could be explained by a need to increase utilisation, thus a cheaper pricing structure.

Great Charles Street and Ludgate Hill surface car parks are also cheaper. In April 2016, it now costs £6.90 to park for 24 hours at these car parks, compared to £8.00 in 2004 (-£1.10). This is despite both of these car parks being well used on a daily basis.

An assessment of the pricing structure in 2016, against RPI (retail price index) increases from 2004 indicates that short-stay pricing has tended to increase above RPI, whilst all-day parking has increased below RPI at all but two off-street car parks. This means that long-stay parking is cheaper now (in real terms) than in 2004, potentially encouraging commuting by private vehicle and undermining the objectives of Birmingham Connected.

The daily (24-hour) BCC tariffs are significantly cheaper than similar, privately operated off-street car parks (i.e. NCP, B4Parking, Q-Park). This contradicts the policies of Birmingham Connected in that BCC promote cheaper parking than other car park operators, thus potentially encouraging commuting by car and undermining the public transport system.

Car Park	April 2004	April 2016	April 2016 change from April 2004	2016 RPI (from 2004)	April 2016 difference to 2016 RPI
Great Charles St	£8.00	£6.90	-£1.10	*£11.30*	*-£4.40*
Jewellery Quarter	£3.20	£4.60	£1.40	*£4.50*	*£0.10*
Ludgate Hill	£8.00	£6.90	-£1.10	*£11.30*	*-£4.40*
Markets	£6.50	£4.00	-£2.50	*£9.20*	*-£5.10*
Paradise Circus	£8.00	£9.50	£1.50	*£11.30*	*-£1.80*
Pershore Street	£6.50	£4.00	-£2.50	*£9.20*	*-£5.10*
Snow Hill	£10.00	£11.60	£1.60	*£14.10*	*-£2.50*
Tennant Street	£3.90	£5.80	£1.90	*£5.50*	*£0.30*
Town Hall	£11.00	£11.60	£0.60	*£15.60*	*-£3.90*

Table 3.13: 24-hour Tariffs and Comparison

A 2015 report (by WSP) of off-street city centre parking indicated that BCC operated car parks have some of the lowest tariffs compared to other core cities and prices should be assessed in line with the levels set in other UK cities. This should also depend on the supply/demand. If there is an over-provision of parking supply, then increasing tariffs could be difficult.

3.5.1.2 On-Street

Similar analysis has been undertaken for on-street charges in April 2006 and April 2016. This highlights that on-street charges have tended to increase slightly above RPI.

The exception is with the cost of the maximum parking limits for the Inner (2-hour) and Outer, Gun Quarter and Jewellery Quarter (JQ) Zones (4-hour). The 2016 RPI forecast (from 2006) suggests a tariff of £6.50 and £3.20 for 2-hour and 4-hour maximum limit respectively. This is 50p and 20p more than the April 2016 tariff respectively.

Comparison of on-street short-stay tariffs to off-street short-stay generally shows a trend of more expensive on-street parking. This is expected because people are paying for the advantage of convenience with parking close or at their destination. However, there are a few anomalies where on-street tariffs undermine the off-street parking pricing structure:

- Inner Zone 2-hour tariff (£6) is £1.50 cheaper than the nearby off-street NCP Royal Angus car park (£7.50)
- JQ Zone on-street parking is 10p cheaper than the BCC off-street JQ car park for 1 and 2-hour parking.

3.6 Parking Observations

3.6.1 Car Ownership

Understanding car ownership levels in the city centre provides an indication on the level of residential parking required. If all people own a car in a quarter but the provision is only for half, then there are likely to be negative parking implications associated with insufficient parking supply. Similarly, an over-supply creates areas of unused space and does not cater for the needs of the local people.

Analysis of 2011 census data for Birmingham City residents' car availability within the city centre was undertaken (Figure 3.3). No car households are in the majority across the city centre, with an average of 60 per cent car free households. The highest proportion of no car households is located in the Civic & Business (70 per cent) and Leisure & Retail (71 per cent) Quarters. This demonstrates the tighter SPD standards for this area of the city centre and good level of public transport accessibility. There are 36 per cent of residences with access to 1 car and only 8 per cent having 2+ cars available.

Based on the 2011 census data, the average car to dwelling ratio is 0.47. This is less than the SPD standard and would indicate that most people living in the city centre do not have a car and that the SPD standard is potentially set too high.

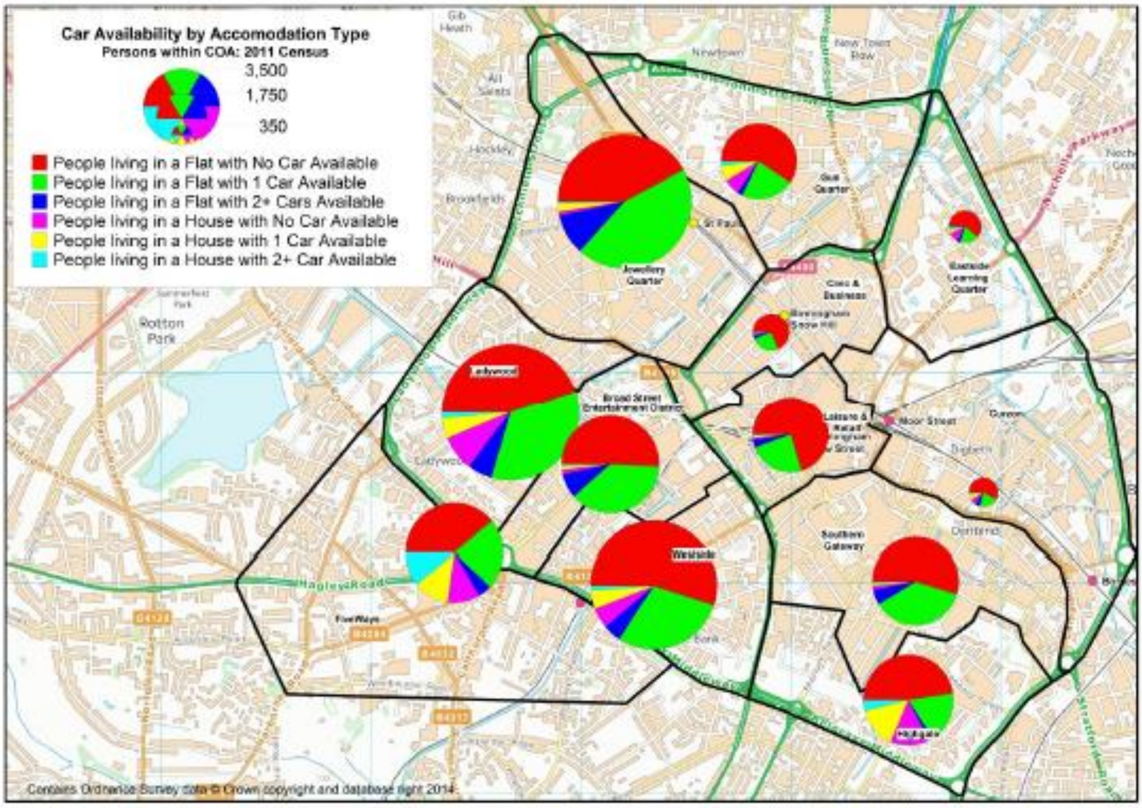

Figure 3.3 : Car availability by accommodation type

3.6.2 Re-parking

The inner zone ticket data analysed highlighted that there is an occurrence of re-parking within the zone.

Parking within the inner zone is currently capped to two hours maximum with no return to the same location / ticket machine. It does allow a car to re-park on an alternative street for an additional two hours.

Based on the ticket data, Table 3.14 shows the parking duration for cars that re-park over a two-month period. It demonstrates that a 3.5 to 4 hour stay is the most common length of stay for re-parked cars.

It also shows that half of the re-parked cars stay less than 2 hours. This would indicate they move for convenience. A park once policy with restrictions on no re-parking across the whole zone could potentially remove any short car trips being made within the area.

Time	Number of cars which move*	Percentage of Cars Which Move
> 30 mins	0	0%
30 mins – 1Hrs	364	13%
1Hrs – to 1.5 Hrs	491	18%
1.5 Hrs to 2.0 Hrs	465	17%
2Hrs to 2.5Hrs	332	12%
2.5Hrs and 3Hrs	330	12%
3Hrs-3.5Hrs	69	3%
3.5Hrs-4Hrs	495	18%
4Hrs-4.5Hrs	41	1%
4.5Hrs-5Hrs	31	1%
Longer Than 5 Hrs	126	5%

*Based on cars from 27th February 2016 to 11th April 2016

Table 3.14 : Movement of cars by time period

The location of the most re-parking occurrence is on the streets surrounding the Children's Hospital and Law Courts (Table 3.15). This could be explained by appointments being delayed and the need to move a car to avoid a PCN. There is also a proportion of re-parking occurring in the business area on Colmore Row, Edmund Street and Cornwall Street. Again, this could be explained by meetings over-running and the need to re-park.

Street	Number of Vehicles*	% of Re-Parking
Waterloo Street	477	17%
Corporation Street	335	12%
Steelhouse Lane	300	11%
Whittall Street	275	10%
Edmund Street	240	9%
Colmore Row	194	7%
Cornwall Street	135	5%

*Based on cars from 27th February 2016 to 11th April 2016

Table 3.15 : Percentage Re-parking by street (streets with less than 5% are not shown)

3.6.3 Temporary Car Parks

Temporary car parks are granted approval in the interim until the land is re-developed. This can provide much needed parking if there is an under-supply. However, where there is sufficient parking provision, this type of parking often directly undermines parking and transport policies.

The standard of these car parks is often of very poor quality, with bays un-marked and a lack of safe, lit walking routes to access the car park. Due to their appearance, temporary car parks can be detrimental to the local area and general perception of Birmingham to visitors.

It is known that there are currently 14 temporary car parks, with a total of 1,567 spaces operating in the city centre.

- Approval expired: 8 car parks; 982 spaces
- Approval expired in 2016; 1 car park; 90 spaces
- Approval expires in 2017: 3 car parks; 269 spaces
- Approval expires in 2018: 1 car park; 56 spaces
- Approval expires in 2019: 1 car park; 140 spaces

There are 8 where the temporary planning approval has expired. Therefore, they should not be in operation as a car park. If this was enforced, it would remove nearly 1,000 off-street spaces.

A position needs to be taken to ensure, when temporary car parks are required, they meet a minimum quality and car park design standard (i.e. ParkMark and BCC Car Park Design Guide) and that these standards are enforced to avoid a negative impression and visual impact on the local area. When a temporary car park approval expires or is requested, if there is no need for additional parking provision, then approval should not be granted. This should also assist with quicker re-development of the land.

3.7 Summary

This section has discussed the total number of parking spaces available within the city centre and the estimated demand for this parking.

Birmingham does need a number of parking spaces to support the economy. However, an over or under-provision of parking will undermine the policies of the City Council and Birmingham Connected, potentially having a negative impact on the economy.

3.7.1 Number of Spaces

There are estimated to be 59,732 spaces available in the city centre. These are currently split 94 per cent, long-stay: and 6 percent short-stay (less than 4 hours). It is known from over 300,000 cashless payment weekday ticket records for BCC off street car parks that 60% per cent of spaces are taken up by short-stay users (less than 4 hours). The long-stay figure includes off-street car parks, which do provide short-stay parking opportunities, but at present do not have dedicated short stay spaces. As the short-stay parking is not protected, all of the spaces could be taken up by long-stay parkers and are classed as such in the proportion split. This provides a crude assessment as it is likely some off-street parking is used by short-stay users. However, unless there are specific restrictions on long-stay parking, the short-stay parking will not be protected.

3.7.2 Vehicle Demand for Parking

A conservative estimate of the peak (1000 – 1600) average weekday demand for parking in the city centre is circa 44,800 vehicles. Based on the estimated vehicle demand, it could be suggested that the maximum available parking supply required for the city centre is circa 50,000 spaces.

This assumes a 15%allowance for parking availability based on the estimated demand (44,800 demand x 15% = 51,500 spaces). A 15 per cent allowance is internationally recognised by parking management and operation as being sufficient to avoid congestion from insufficient capacity (i.e. looking for a space).

3.7.3 Spaces Required

The analysis indicates that there is potentially an over-supply of 10,000 parking spaces in the city centre. This has the significant potential to undermine the policies and objectives of Birmingham Connected and the City Council in achieving a sustainable transport system. It also means that there is at least 11.5 hectares (based on the size of 10,000 parking bays) of land under-utilised, with a potential worth of nearly £17.5 million.

BCC may want to aim to reduce the parking supply to 50,000 spaces, whilst increasing the number of dedicated short-stay spaces. A target could be to have 50,000 spaces by 2021 with an 80:20, long-stay: short-stay split.

The Future Council programme, which is looking to make all on-street parking controlled, would achieve this 80: 20 split based on the current parking supply. This proportion of long: short-stay would need to be protected whilst the number of parking spaces is reduced.

The cordon demand indicated a peak vehicle demand of circa 27,500 or 32,000 parking spaces. It recognised that demand is decreasing year-on-year, despite growth in the city centre. A long-term target could be to have 32,000 spaces in the city centre, with a greater proportion of short-stay parking. An interim position could be 41,000 spaces, which would provide a step-change and progress from the current situation to a position of 32,000 spaces by 2031.

Parking supply and demand should be monitored annually and reviewed at least every two years. This would allow policy changes to be made in response to progress and changes in the economy and policies of the City Council.

3.7.4 Spaces per Employee

Understanding the number of spaces available per employee, provides an indication of whether the level of parking provision is appropriate to support the economy and businesses.

Birmingham has the highest number of parking spaces available in the city centre per employee compared to other core cities (Table 3.16). It has 370 spaces per 1,000 employees. This is compared to Manchester, which has 220 spaces per 1,000 employees and Nottingham at 250 spaces per 1,000 employees. This supports the findings that there is an over-supply of parking provision, particularly for commuters (long-stay) in Birmingham City Centre.

City	Workplace Population (2016[a])	Public Spaces (Long Stay[b])	PNR	Total Parking Available	Parking per Worker
Birmingham	**150,971**	**33,221**	**23,143**	**56,364**	**0.37**
Manchester	140,000	25,335	5,060	30,395	0.22
Nottingham	63,600	10,825	4,904	15,729	0.25

[a] Workplace Population 2016 estimate [b] Publically Available Off-Street & Unrestricted On-Street Spaces, factored using Temprov6.2

Table 3.16 : Commuter parking availability

By 2021, if 10,000 long-stay spaces were removed and all on-street parking controlled (6,955 spaces) then the available spaces per 1,000 employees would decrease to 260 spaces per 1,000 employees, similar to Nottingham. If 19,000 spaces were removed, then the provision would be slightly below Manchester at 200 spaces per 1,000 employees (Table 3.17), driving modal shift and supporting Birmingham Connected sustainable travel policies.

This highlights that there would be resilience in the provision of parking spaces for businesses, despite a reduction of 10,000 to 19,000 spaces by 2021.

Longer-term, BCC should look to decrease the number of spaces per employee. A reduction of 10,000 spaces for long-stay (commuter) parking provision by 2031 along with expected increase in employees to 200,000, would suggest 200 spaces per 1,000 employees, which is similar to Manchester's current situation.

A figure around 190 to 240 spaces per 1,000 employees could be a target by 2031, considering the modal shift to be achieved through all the planned investment in public transport and other sustainable modes of travel. Internationally there are cities that support a much larger workforce, with a lower parking provision than Birmingham (i.e. Sydney 210 spaces per 1,000 employees for 250,000 employees).

Scenario	Workplace Population	Total Parking Available	Parking per Worker
Birmingham 2016 (10,000 reduction)	150,971[3]	39,409	0.26
Birmingham 2016 (19,000 reduction)	150,971	30,409	0.20
Birmingham 2031 (10,000 reduction)	200,000[4]	39,409	0.24
Birmingham 2031 (19,000 reduction)	200,000	30,409	0.19

Table 3.17 : Forecast commuter parking availability

3.7.5 Observations and Outcomes

The assessment has demonstrated that there is an over-provision of parking in the city centre. Alongside a reduction in the provision of parking, a number of complementary improvements to the management and control of parking could be delivered.

[3] "2011 Census Data Factored using TEMPRO 6.2
[4] Pre-submission BDP 2031 workforce estimate

- Delivering a reduction in parking provision will be important, but it will need to consider the characteristics and analyse parking changes in each quarter. This will ensure a coherent parking policy is delivered that does not negatively impact a specific quarter of the city centre.

- As there is an over-supply of parking in the city centre, no temporary car parks should be granted approval. The car parks which have or are due to expire by 2019 should not have the approvals extended. This would remove nearly 1,000 spaces in 2016 and over 1,500 spaces by 2019.

- Alongside supply influencing parking choice, pricing is an important tool. A clear and transparent pricing structure for BCC parking should be set, that takes into account changes in the economy, demand and parking supply by quarter. A pricing policy could be agreed every two years, which could allow BCC officers to work within this policy to make changes as and when required, without the added cost of consultation. This should include a parking policy for BCC PNR parking (i.e. no PNR parking provision for BCC employees).

- There should be a change to on-street parking to stop re-parking in the same zone. For stays longer than the permitted on-street time limit, off-street parking should be encouraged. This may need to be supported by specific levels of BCC parking, or private-operated parking spaces defined for short-stay only.

- A third of the multi-storey car parking capacity is occupied by 10am on an average weekday. This would indicate that it is demand from commuters arriving during the morning peak looking for long-stay parking whilst working in the city centre. The UTMC data could be used to determine the number of dedicated short-stay spaces needed in off-street car parks, whilst still catering for longer-stay needs.

- The SPD should be amended to take account of the current level of car ownership and travel to work behaviours in the quarters, which are known to be below the SPD maxima standards. The percentage of no car households in the city centre is 56 per cent. The current provision of parking in private residential developments is 0.73 spaces per dwelling.

- To support a reduction in long-stay (commuter) parking and address the negative costs that it contributes to the economy (i.e. congestion), a workplace parking levy (WPL) should be investigated. This would have the effect of reducing the number of PNR spaces, as employers would only provide what is required to avoid unnecessary costs. It also has the potential to support modal shift and the policy objectives of Birmingham Connected and the City Council. High-level analysis of the revenue implications based on the data gathered for this study, indicates a city centre WPL could generate circa £6 million per annum. This is based on the data collected and Nottingham WPL methodology. BCC could be an example employer on this and implement a cost for employees to park at its city centre offices.

- There would be merit in investigating the potential to re-development under-performing/under-used off-street car parks, in quarters with a parking over-provision if the disposal of the car park would contribute to supporting redevelopment in the quarter. Any land asset sale would require a detailed understanding of the long-term (minimum 15-year) capital and revenue impacts for BCC. It would also need to ensure that the land is not used for parking in the interim before development occurs.

4. Future Parking Supply Scenarios

This section of the report discusses future growth scenarios and attempts to quantity the impact future developments will have on city centre parking provision.

An assessment of three future growth scenarios has been undertaken:

- Scenario A (2021): All planning applications which have been approved in the last 5 years and have not been completed.
- Scenario B (2026): All planning applications which have been approved in the last 10 years and have not been completed. This will include developments captured in Scenario A.
- Scenario C (2031): Strategic sites and development growth proposals outlined in development plans for the city centre to 2031. This will build upon the growth outlined in Scenario A and B.

These growth scenarios are all assumed to build upon a current Do Minimum 2021 scenario that assumes BCC successfully implement the Future Council CPZ programme and remove temporary off-street parking currently in operation. Each scenario will build upon the previous.

4.1 Do Minimum Scenario (2021)

A Future Council programme being delivered by BCC is the expansion of CPZs across the remaining areas of the city centre. This has the intention of removing all unrestricted on-street parking currently available in the city centre by 2021. The new controlled parking would ensure all on-street parking is managed and controlled with time-limits applying (similar to existing city centre CPZs).

If BCC were to enforce expired temporary car park approvals and not renew or grant further approvals, over 1,500 private-operated off-street spaces would be removed from the city centre parking stock. This has a significant advantage in supporting BCC's ability to reduce the overall level of parking provision in the city centre and assist with the promotion of alternative travel modes.

Quarter	On-Street	Off-Street	PNR	Total (excl on-street)
Broad Street Entertainment District	449	5,827	1,624	7,451
Civic & Business	422	3,033	2,299	5,332
Curzon	1,498	3,979	1,293	5,272
Eastside Learning Quarter	186	1,008	2,091	3,099
Five Ways	722	1,493	5,700	7,193
Gun Quarter	1,350	1,300	1,780	3,080
Highgate	1,210	130	896	1,026
Jewellery Quarter	1,529	1,721	2,976	4,697
Ladywood	1,322	137	972	1,109
Leisure & Retail	168	2,556	777	3,333
Southern Gateway	1,137	3,073	1,577	4,650
Westside	330	472	1,158	1,630
Total	**10,323**	**24,729**	**23,143**	**47,872**

Table 4.1: Do Minimum Scenario (2021) for Parking Provision by Quarter

On-street parking will be unchanged in all the other future parking supply scenarios as changes are assumed to not impact on-street parking.

4.2 Scenario A (2021)

Planning applications in the city centre that have been approved in the last 5 years and have not been completed are assumed to make up this 2021 growth forecast. It is assumed that these applications will be delivered in the next five years otherwise the planning approval will lapse. Lapsed planning applications that have been identified by BCC (3 years after approval), have been excluded from scenario A.

Scenario A (2021) highlights the likely impact upon parking provision with the delivery of all these developments (Table 4.2).

There is expected to be a 3 per cent increase in parking provision. This is an additional 465 off-street and PNR spaces as a direct result of the development approved. This is largely due to a 51 per cent (831 spaces) increase in parking in the Westside quarter. Five Ways and Highgate are not expected to experience any change. Other quarters to experience a notable change include:

- 51 per cent increase in Westside (831 PNR spaces);
- 41 per cent decrease in Ladywood (-452 spaces); and
- 7 per cent decrease in Leisure & Retail (-234 PNR spaces).

Quarter	Off-Street		PNR		Total	
	Change	Total	Change	Total	Change	Total (%)
Broad Street Entertainment District	-242	5,585	53	1,677	-189	7,262 (-3%)
Civic & Business	175	3,208	-18	2,281	157	5,489 (3%)
Curzon	22	4,001	-39	1,254	-17	5,255 (0%)
Eastside Learning Quarter	0	1,008	30	2,121	30	3,129 (1%)
Five Ways	0	1,493	0	5,700	0	7,193 (-)
Gun Quarter	-115	1,185	0	1,780	-115	2,965 (-4%)
Highgate	0	130	0	896	0	1,026 (-)
Jewellery Quarter	0	1,721	150	3,126	150	4,847 (3%)
Ladywood	-38	99	-414	558	-452	657 (-41%)
Leisure & Retail	-9	2,547	-234	543	-243	3,090 (-7%)
Southern Gateway	17	3,090	296	1,873	313	4,963 (7%)
Westside	0	472	831	1,989	831	2,461 (51%)
Total	**-190**	**25,338**	**655**	**23,798**	**465**	**45,876 (-4%)**

Table 4.2: Scenario A (2021) Parking Provision by Quarter

4.2.1 Scenario A (2021) Residential Parking

There is expected to be an increase of 7,306[5] residential dwellings by 2021 based on the approved planning applications. It is known that there will be 1,017 additional dwellings built with 462[6] spaces. This is at a parking space per dwelling ratio of 0.45. This is significantly lower than the current ratio of 0.73.

Scenario	Dwellings	Spaces	Spaces per Dwelling
2016[7]	6,289	4,620	0.73
Scenario A (2021)[8]	1,017	462	0.45

Table 4.3: Scenario A (2021) Residential Parking Provision

[5] Known Residential developments with known parking spaces
[6] Known Residential developments with known parking spaces
[7] Known Residential developments with known parking spaces
[8] Known Residential developments with known parking spaces

4.3 Scenario B (2026)

Planning applications in the city centre that have been approved in the last 10 years and have not been completed are assumed to make up the 2026 growth forecast. This will include applications that have lapsed but it is assumed that similar applications would be made as the city centre grows. It is assumed that this growth would be delivered over the next ten years. Scenario B (2026) highlights the likely impact upon parking provision with the delivery of all these developments (Table 4.4).

There is expected to be a 3 per cent increase in parking provision, similar to Scenario A. This is an additional 1,653 off-street and PNR spaces as a direct result of the development from the Do Minimum Scenario. It is only a 400 space increase from Scenario A. This could potentially be an under-estimation of development growth. The pattern of change is similar to Scenario A, with the increase in by 2021 at Southern Gateway the most notable change. Five Ways and Highgate are not expected to experience any change.

- 24 per cent increase in the Southern Gateway (1,112 spaces);
- 56 per cent increase in Westside (910 spaces) ;
- 8 per cent increase in Jewellery Quarter (389 spaces);
- 6 per cent increase in Civic & Business (303 spaces);
- 41 per cent decrease in Ladywood (-456 spaces);
- 8 per cent decrease in Leisure & Retail (-269 spaces); and
- 8 per cent decrease in Gun Quarter (-241 spaces).

There is expected to be the loss of a further 500 public off-street spaces in the Broad Street Entertainment District which reduces the overall off-street supply below the 2021 current scenario by 3 spaces.

Quarter	Off-Street		PNR		Total	
	Change	Total	Change	Total	Change	Total (%)
Broad Street Entertainment District	-742	5,085	553	2,177	-189	7,262 (-3%)
Civic & Business	175	3,208	128	2,427	303	5,635 (6%)
Curzon	36	4,015	59	1,352	95	5,367 (2%)
Eastside Learning Quarter	0	1,008	-1	2,090	-1	3,098 (0%)
Five Ways	0	1,493	0	5,700	0	7,193 (-)
Gun Quarter	-241	1,059	0	1,780	-241	2,839 (-8%)
Highgate	0	130	0	896	0	1,026 (-)
Jewellery Quarter	0	1,721	389	3,365	389	5,086 (8%)
Ladywood	-38	99	-418	554	-456	653 (-41%)
Leisure & Retail	-9	2,547	-260	517	-269	3,064 (-8%)
Southern Gateway	816	3,889	296	1,873	1,112	5,762 (24%)
Westside	0	472	910	2,068	910	2,560 (56%)
Total	-3	24,726	1,656	24,799	1,653	**49,525 (3%)**

Table 4.4: Scenario B (2026) Parking Provision by Quarter

4.3.1 Scenario B (2026) Residential Parking

There is expected to be an increase of 4,625 residential dwellings[9] by 2026 based on the approved planning applications. It is known that there will be an additional 4,625 built with 1,448 spaces[10]. This is at a parking space per dwelling ratio of 0.31. This is lower than the current ratio of 0.73 and lower than the approved applications captured in Scenario A (0.44). This highlights the market demand is for less spaces per dwelling.

Scenario	Dwellings	Spaces	Spaces per Dwelling
2016[11]	6,289	4,620	0.73
Scenario A (2021)[12]	1,017	462	0.44
Scenario B (2026)[13]	4,625	1,448	0.31

Table 4.5: Scenario B (2026) Residential Parking Provision

4.4 Scenario C (2031)

Scenario C focuses on the long term planning (2031) and the potential impact strategic growth sites will have on parking supply (Table 4.6). This scenario assumes that strategic development removes parking and is built with no replacement parking. This is an aspiration as it is likely that parking will be provided with some if not all proposed development.

This scenario assumes that the development and parking identified in Scenario A and B are already delivered.

This growth assumption will show what the worst case is in terms of impact on parking supply. This could potentially be beneficial for the objectives of Birmingham Connected and a sustainable transport system but could equally be controversial if no parking is provided with developments.

All quarters except for the Civic & Business are expected to experience a decrease in the level of parking provision. Overall, there is expected to be a 1,000 space reduction in PNR provision. The significant decrease is in off-street parking, where there will be a 5,000 space decrease. This will take the level of off-street parking provision below 20,000.

Applying this policy would see the level of parking decrease by 9 per cent, compared to the expected Do Minimum 2021 scenario. The largest decreases would be experienced in:

- Southern Gateway (reduction of 2,105 spaces; -21 per cent);
- Curzon (reduction of 1,988 spaces; -36 per cent); and
- Jewellery Quarter (reduction of 710 spaces; 7 per cent).

Broad Street Entertainment District would experience a 189 space reduction but also a shift in parking mix from publically available off-street parking (-742 spaces) to PNR (+553 spaces). There is not expected to be any change in Five Ways, or to off-street parking in Highgate or Ladywood.

[9] Known Residential developments with known parking spaces
[10] Known Residential developments with known parking spaces
[11] Known Residential developments with known parking spaces
[12] Known Residential developments with known parking spaces
[13] Known Residential developments with known parking spaces

Quarter	Off-Street		PNR		Total	
	Change	Total	Change	Total	Change	Total (%)
Broad Street Entertainment District	-742	5,085	553	2,177	-189	7,262 (-3%)
Civic & Business	-26	3,182	-173	2,254	-199	5,436 (2%)
Curzon	-1,915	2,100	-73	1,279	-1,988	3,379 (-36%)
Eastside Learning Quarter	-276	732	-167	1,923	-443	2,655 (-14%)
Five Ways	0	1,493	0	5,700	0	7,193 (-)
Gun Quarter	-90	969	-48	1,732	-138	2,701 (-12%)
Highgate	0	130	-285	611	-285	741 (-28%)
Jewellery Quarter	-585	1,136	-125	3,240	-710	4,376 (-7%)
Ladywood	0	99	-48	506	-48	605 (-45%)
Leisure & Retail	-90	2,547	-260	517	-269	3,064 (-8%)
Southern Gateway	-2,063	1,826	-42	1,831	-2,105	3,657 (-21%)
Westside	-66	406	-15	2,053	-81	2,459 (-51%)
Total	**-5,021**	**19,705**	**-976**	**23,823**	**-5,997**	**43,528 (-9%)**

Table 4.6: Scenario C (2031) Parking Provision by Quarter

4.4.1 Scenario C (2031) Residential Parking

The potential increase in residential developments dwellings could be an additional 6,384 dwellings and a further additional 1,106 student bed spaces. The potential impact on current parking is a decrease in public parking by 1,933 spaces and a decline of 378 spaces in private non-residential parking to accommodate the developments.

4.5 Future Spaces per Employee

It has been discussed and shown that there is currently an over-supply of parking in the city centre, by circa 10,000 spaces.

However, as development comes forward, any parking policy needs to be able to respond to changes in land-use to support economic growth and ensure a viable transport system is provided. An assessment of the level of parking per employee benchmarked in Section 3.7.4 provides an indication of the level of acceptable parking provision. This has been assessed for the future growth scenarios (Table 4.7).

Scenario	Workplace Population	Public Spaces (Long Stay)	PNR	Total Long-Stay Parking Available	Parking per Worker
Current (2016)	150,971	33,221	23,143	56,364	0.37
DM (2021)	154,615	24,729	23,143	47,872	0.31
A (2021)	154,615	25,338	23,798	49,136	0.32
B (2026)	159,318	24,726	24,799	49,525	0.31
C (2031)	200,000	19,705	23,823	43,528	0.22

Table 4.7: Future Workplace Population and Long-Stay Parking Provision[14]

[14] *2011 Census Data Factored using TEMPRO 6.2

The analysis suggests that even with the planned growth by 2021 and despite a reduction in the total available (long-stay) parking for employees, largely as a result of the CPZ implementation, the number of spaces available per 1,000 employees would still be higher than other core cities. The level of parking per 1,000 employees will have reduced from 370 spaces to 310 spaces per 1,000 employees. This would still be higher than Nottingham (250 spaces) and Manchester (220 spaces).

Scenario C presents a case that if there was no parking delivered alongside the planned development and growth outlined in the pre-submission BDP 2031; that the level of parking availability for commuters would be similar to Manchester's existing situation. This would be 220 spaces per 1,000 employees. This would imply that a parking policy could stipulate all future development up to 2031 to be car free. This would be a bold position but a policy that could have merits and should be considered.

4.6 Summary

This future growth analysis (Scenario C) has shown that in the city centre, all of the proposed growth by 2031 could be delivered without any additional long-stay parking being provided or replaced as a direct result of the proposed developments. It would be a bold policy position to not allow any more parking in the city centre as development occurs but it highlights the excess of current parking supply in the city centre.

There is the need for bold policy decisions to be made now, to ensure that the future potential of the city centre (and city) can be achieved, in line with the policies outlined in the Big City Plan and Birmingham Connected to manage congestion.

The analysis indicates that parking standards should be reduced otherwise there will continue to be an over-supply of parking in the future, which could constrain growth, as demonstrated by the expected increase in parking supply by Scenario A (2021).

There is expected to be a reduction in long-stay parking provision but this is a result of the BCC policy to remove free, unrestricted on-street parking. It is not influenced by the parking standards or the position of developments to provide less or no parking.

Though a significant quantum of future residential development is forecast to occur in the city, the number of parking spaces per dwellings is forecast to decrease significantly. With approved planning applications showing an organic decline in the provision of residential parking spaces per dwelling, it is recommended that BCC review the current SPD in particular for spaces per dwelling within the inner core and promote car free developments.

5. Option Appraisal

There are a number of approaches and options available to manage the supply of parking in the city centre and other complementary measures in support of a parking policy. This section discusses the appraisal of these options and proposes a way-forward.

An appraisal was undertaken of the approaches and options. This appraisal was informed by stakeholders and Jacobs best practice and experience, with a peer review by the 'Jacobs Challenge Team'. The 'Jacobs Challenge Team' brings a wealth of UK and international experience in parking demand analysis, parking management, pricing and market analysis. This ensured an independent validation of the option appraisal and outcomes. The appraisal of options was undertaken in two stages.

- Stage 1 – Early Sifting of Long-List Options (71 Options)
- Stage 2 – Detailed Appraisal of Short-Listed Options (41 Options)

Stage 1 - Early Sifting (71 Options)

Assessed against 4 Strategic Criteria:

- ***Economic Growth***: commercial viability and promotion of a sustainable economy (Sustainable; Equitable Birmingham)
- ***Economic Performance***: can it be delivered to strengthen the economy (Sustainable; Efficient Birmingham)
- ***Environmental***: encourage travel by sustainable modes (Sustainable; Healthy Birmingham)
- ***Social Acceptability***: stakeholder acceptability and enhancement of the urban environment (Attractive Birmingham).

71 Options across 6 Categories:

- Let the Market Decide (Do Minimum) (4)
- Parking Cap (2)
- Parking Freeze (5)
- Parking in Determined Locations and Amounts (10)
- License Parking (6)
- Other Complementary Measures (44)

Stage 2 - Detailed Appraisal (41 Options)

Appraisal against 9 weighted objectives on a 5-point scale (+2 to -2):

- How does the option reduce congestion on the local network? (weighting of 2)
- How does it ensure an adequate supply of parking for economic needs? (2)
- Does it promote considerate parking behaviour? (1)
- Does it support modal shift to sustainable modes? (2)
- Has it been demonstrated to achieve it's objectives? (1)
- How easy is it to administer and implement? (1)
- Does it have flexibility to adapt to an uncertain future? (1)
- Can it be implemented under current legislative frameworks? (1)
- Is it commercially viable for the Council to deliver / implement? (1)

41 Options Prioritised

- Outcome: **Parking Amounts set by Quarter** and other complemetary measures.

Figure 5.1 : Option Appraisal Process

5.1 Stage 1 – Early Sifting

The first step in the appraisal process was to review and discard options that were not deemed feasible or would not be applicable to the context of Birmingham against the 4 strategic criteria. If an option 'failed' against one or more of the criterion it was 'rejected' at this stage.

A long-list of supply and management options were generated from stakeholder input and Jacobs best practice experience. The long-list contained 71 options across the six categories of different parking types. The outcome of Stage 1 was the rejection of 30 options and 3 categories. These rejected categories are discussed.

The rationale for a *do minimum approach* is the market would allow for the most productive and cost-effective use of land and provision. This approach was rejected because it would not provide any connection or control for BCC between land-use and transport. It could lead to an over-supply of long-stay parking and create an uncompetitive market. There is also no guarantee that the market would provide the best outcome for the city, if acting for personal interests with no regulation.

Establishing a parking cap based on the maximum amount of traffic that the network could cope, would require a robust methodology that could respond to changes over time. It has been shown that vehicle demand to the city centre is currently falling. Such an approach could be used to establish a cap but it may be too high if traffic levels continue to fall. This would undermine investment in other transport modes and modal shift aspirations. Developing the appropriate methodology to determine traffic levels would also take considerable time and require detailed traffic modelling, which may not provide the accurate forecasts required. Therefore this approach was rejected.

A *parking freeze approach* was dismissed because it has been shown from the analysis to date that there is an over-supply of parking in the city centre. To freeze parking supply at the current levels would not provide the change required and thus would not support other policy changes and investment. This would continue to undermine other policy improvements.

The 41 remaining options under the three categories were taken forward to the detailed appraisal.

5.2 Stage 2 – Detailed Appraisal

The second and final stage was a detailed appraisal of the short-listed options (41). This involved a quantified assessment of the short-listed options, to identify and prioritise the best scoring options. The detailed appraisal enabled options to be prioritised to determine the best options to take forward as part of the parking policy approach.

The maximum score an option could achieve in Stage 2 was 24 points. It was discussed that any option with a score of 11 or less would be discarded at this stage of the appraisal, with the exception of schemes which would be complementary measures. In addition some options were eliminated if they could be considered for implementation at a later stage; however in the context of other options and developing a way-forward it was agreed that at this stage the option would not provide a viable solution.

The outcome from the detailed appraisal was a clear position on how to manage parking supply with 13 complementary measures.

It is proposed that there is a permissible ***maximum parking provision set by quarter***. A maximum parking provision (accounting for on-street, off-street and PNR) should be set by quarter, at a level below the current amount and include a percentage reduction in areas of high accessibility. This should also look to increase the ratio of short-stay to long-stay ensure parking serves the economic needs of the quarter and city centre.

Other options to score highly in the appraisal included ten options that BCC have control over and two under the responsibility of TfWM (Table 5.1). This includes a mix of operational, management, supply and demand measures. These contribute to create a policy of push and pull measures. BCC should continue to promote and invest in sustainable modes whilst discouraging private car use. The parking policy will help to set the push measures, whilst other deliverables through Birmingham Connected will create pull incentives.

Option	Stage 2 Score	Description
PD-09	14	Designate parking provision and standards by quarter and set a permissible maximum parking provision for public and PNR parking (lower than existing supply levels). (BCC)
OT-13	18	Set a BCC tariff structure that discourages long-stay and takes into account parking availability and utilisation. This should be set annually but allow for interim changes as required. This should include changes to the tariff structure to designate short-stay only bays within BCC off-street car parks as a means to discourage commuter parking and encourage parking for leisure and business activity. (BCC)
OT-06	15	Expand UTMC data to all BCC car parks. This would provide ongoing data monitoring and allow BCC to react to change, inform tariffs setting, and inform users through VMS and other potential mediums, which could be extended to UTMC ticket machines. (BCC)
OT-07	12	Specify UTMC data for all off-street car parks at the operators' expense. For all multi-storey car parks, it should be defined that they are linked to the VMS system. (BCC)
OT-05	19	Review existing parking signage and VMS; expand to include data on sustainable modes. This could influence route choice before cars enter the city centre; and could encourage sustainable mode choices. (BCC)
OT-08	14	Add UTMC data to Opticities Corridors. By providing live occupancy figures through mobile application and on key corridors into the city, BCC could influence route choice and reduce circulation in the city. There is the potential to link to internet and mobile phone Apps and assist in making travel easier. (BCC)
OT-37	14	Permit car free residential and business developments in areas of high accessibility by public transport and other sustainable modes, with links to car clubs. This would require coordination with the level of public parking provision in the area, controlled on-street restrictions and planning conditions to stop residents from applying for an on-street or business permit. (BCC)
LP-04	12	Specify and enforce minimum car parking design and operating standards for all car parks. This may be difficult to retro-fit to existing car parks, but all new car parks should adhere to a Birmingham Car Parking Quality Standard. (BCC)
LP-03	22	Deliver the CPZ programme across the whole of the city centre. This may be met with initial resistance from users, who cannot park for 'free'. However, it should not be seen as a right to have 'free' parking, especially as there is a negative financial cost to BCC. Setting a clear policy for the CPZ programme would show strong leadership and the direction that the city is taking in promoting sustainable travel choices, whilst still providing the opportunity for access by car for short-periods to support the economy. (BCC)
LP-06	12	License PNR parking through a Workplace Parking Levy. PNR parking undermines the investment in sustainable transport in the city and does not provide any benefit to the public as PNR parking cannot be accessed. If businesses want to offer parking to their employees, they should recognise the impacts this has on the transport system. BCC should take the approach to manage this issue by implementing a WPL. BCC should also set an example and remove all spaces provided for employees at its city centre locations. (BCC)
OT-18	12	Develop live occupancy data and communication to users for off-street car parks through the UTMC system. This information should be published and communicated on the BCC website and App developers encouraged to use the open data to assist in communicating the information to users.
OT-29	20	*Incorporate park and ride sites with Sprint – this would present an opportunity for TfWM to encourage modal shift and assist BCC to achieve a more encompassing transport network across the metropolitan area. (TfWM)*
OT-39	15	*Create park and ride at Duddeston, Tyseley and Small Heath Stations. This would provide additional capacity to support rail travel outside of the city centre. (TfWM)*

Table 5.1: Prioritised Options Outcome from Detailed Appraisal

6. Conclusions

This report has set out to understand the parking dynamics of Birmingham City Centre and look to recommend policy changes to ensure that parking supports the long-term viability of the city centre and contributes to a sustainable transport system.

Birmingham City Centre needs to ensure a number of parking spaces are available to support the economy. However, an over or under-supply of parking will undermine the policies of the City Council and Birmingham Connected, and potentially have a negative effect on the economy.

The analysis has shown that there is estimated to be an over-supply of parking in the city centre, along with a need to increase the proportion of short stay compared to long-stay spaces available.

The future growth analysis has shown that all of the proposed growth by 2031 could be delivered in the city centre without any additional long-stay parking being provided and parking removed as a direct result of the proposed developments. Whilst this could be seen as a bold policy position to not allow any more parking in the city centre with the proposed development growth, it highlights the current parking availability (and over-supply) in the city centre.

6.1.1 Number of Spaces

There are estimated to be 59,732 car parking spaces available in the city centre. These are split 94:6, long-stay: short-stay. The long-stay figure includes off-street car parks, which do provide short-stay parking opportunities. However, as the short-stay parking is not protected, all of the spaces could be taken up by long-stay parkers and are classed as such in the proportion split. This provides a crude assessment as it is likely some off-street parking is used by short-stay users. However, unless there are specific restrictions on long-stay parking, the short-stay parking will not be protected.

6.1.2 Vehicle Demand for Parking

A conservative estimate of the peak average weekday demand for parking in the city centre is 44,800 vehicles. This is a conservative estimate because it is based on utilisation data from December 2015 for off-street multi-storey car parks and less than a 10 per cent sample of actual PNR data. The December 2015 off-street data provides the highest average peak weekday demand, circa 1,000 vehicles above the average weekday peak. The PNR is understood to over-estimate utilisation and based, on such a small sample size, presents problems with reliability of the data.

Based on the conservative estimate of vehicle demand, it could be suggested that the maximum available parking supply required for the city centre is circa 50,000 spaces based on current demand.

This assumes a 15 per cent allowance for parking availability based on the estimate demand (44,800 vehicle demand x 15% = 51,500 spaces). A 15 per cent allowance is internationally recognised by parking management and operation as being sufficient to avoid unnecessary congestion from insufficient capacity (i.e. looking for a space).

6.1.3 Spaces Required

The analysis indicates that there needs to be a circa 10,000 space reduction in the level of parking provided across the city centre.

This oversupply has potential to undermine the policies and objectives of Birmingham Connected and the City Council in achieving a sustainable transport system. It also means that there is at least 11.5 hectares (based on the size of 10,000 parking bays) of land under-utilised, with a potential value of nearly £17.5 million.

As a result it is recommended that BCC consider reducing the parking supply to 50,000 spaces, whilst increasing the number of dedicated short-stay spaces. A target could be to have 50,000 spaces by 2021 with an 80:20, long-stay: short-stay split.

The Future Council programme, which is looking to make all on-street parking controlled, would achieve this 80: 20 split based on the current parking supply. This proportion of long: short-stay would need to be protected whilst the number of parking spaces is reduced.

The cordon demand indicated a peak vehicle demand of circa 27,500 vehicles or a need for 32,000 parking spaces. It recognised that demand is decreasing year-on-year, despite growth in the city centre. A long-term target could be to have 32,000 spaces in the city centre, with a greater supply of short-stay parking. An interim position could be 41,000 spaces, which would provide a step-change and progress from the current situation to a position in 2031.

Parking supply and demand should be monitored annually and reviewed at least every two years. This would allow policy changes to be made in response to progress and any changes in the economy and policies of the City Council.

The outcome from the option appraisal undertaken to inform policy recommendations, was that a permissible maximum parking supply (lower than the existing provision) should be set by quarter. Based on the parking supply and demand analysis it would indicate the need for significant parking reduction in most quarters (Table 6.1).

It should be noted that parking in the Gun Quarter, Highgate and Ladywood are at or close to the optimum levels. Therefore as development occurs, these areas need to be monitored to ensure there is no negative impact from parking. It is understood that anti-social parking behaviour already impacts these quarters, which is not unsurprising given the findings of this report and lack of controlled parking present.

The quarters expected to experience the most growth over the next decade are also some of the quarters where there is a plentiful parking supply (Curzon, Southern Gateway, and Civic & Business). This has the potential to undermine the land-use and transport investment planned for these areas, which will look to promote public transport, walking and cycling above private vehicle travel. It is recommended that a further development of the parking strategy in each quarter is undertaken in parallel to CPZ expansion to remove excess parking supply.

Quarter	Spaces	Vehicle Demand	Permissible Maximum Parking Provision[15]	Parking Reduction Required
Broad Street Entertainment District	8,040	5,143	5,900	-2,100
Civic & Business	5,754	3,998	4,600	-1,200
Curzon	7,474	5,952	6,800	-700
Eastside Learning Quarter	3,285	2,397	2,700	-600
Five Ways	7,915	5,789	6,600	-1,300
Gun Quarter	4,430	3,909	4,500	100
Highgate	2,236	1,772	2,000	-200
Jewellery Quarter	6,337	4,626	5,300	-1,000
Ladywood	2,481	2,417	2,800	300
Leisure & Retail	3,520	2,629	3,000	-500
Southern Gateway	6,300	4,389	5,000	-1,300
Westside	1,960	1,455	1,700	-300
Total	**59,732**	**44,475**	**50,900**	**-8,800**

Table 6.1: City Centre Parking Spaces, Demand (2016) and Permissible Maximum by Quarter

[15] Permissible maximum parking provision calculated from vehicle demand plus 15 per cent.

By 2021, it is expected that all on-street parking will be controlled through the CPZ programme across the city centre as part of the Future Council Operating Model. This will assist in reducing the availability of long-stay, 'free' parking and ensure better control and management of on-street parking in the quarters.

The removal of temporary car parks currently in operation could remove around 1,500 spaces by 2019. This would account for 16 per cent of the required reduction. Other reductions could be achieved by selling off specific underperforming BCC car parks for development, converting long-stay spaces to dedicated short-stay, removing on-street parking if short-stay can be provided off-street or stipulating development on 'bombsite' surface car parks.

Any parking reduction should not solely come from publically available parking or solely BCC car parks. The level of PNR parking provided also needs be reduced. A Workplace Parking Levy (WPL) is a strong policy mechanism to achieve this. The successful implementation of a WPL in Nottingham, achieved a 25% reduction in PNR parking. A similar result in Birmingham would significantly contribute to achieving the required reduction.

Where the reduction in public parking and PNR exceeds the total required (Table 6.2), the public parking should be favoured because it provides more value to the city by supporting business, shopping, leisure, retail and visitor trips than PNR parking.

Quarter	Total Number of Spaces 2016	Possible Parking Reduction Required	Organic Change (Scn A) Change in Public parking Col C	Organic Change (Scn A) Change in PNR Col D	DM 2021 Temporary Car Park Removal Col E	Revised Target Public Parking Reduction Col F	Target PNR Parking Reduction (25%) Col G	Total Parking Reduction Expected Col H=sum(C:G)
Broad St Entertainment District	8,040	-2,100	-200	100	-100	-2,000	-400	-2,500
Civic & Business	5,754	-1,200	200	0	0	-1,000	-600	-1,400
Curzon	7,474	-700	0	0	-700	-600	-300	-900
Eastside Learning Quarter	3,285	-600	0	0	0	-400	-500	-900
Five Ways	7,915	-1,300	0	0	0	-900	-1,400	-2,300
Gun Quarter	4,430	100	-100	0	0	200	-400	-300
Highgate	2,236	-200	0	0	0	-100	-200	-300
Jewellery Quarter	6,337	-1,000	0	200	-100	-900	-700	-1,400
Ladywood	2,481	300	0	-400	-100	400	-200	-200
Leisure & Retail	3,520	-500	0	-200	0	-500	-200	-900
Southern Gateway	6,300	-1,300	800	300	-500	-1,200	-400	-500
Westside	1,960	-300	0	800	0	-200	-300	300
Total	**59,732**	**-8,800**	**700**	**800**	**-1,500**	**-7,300**	**-5,800**	**-11,300**

Table 6.2: Possible Parking Reduction by Type and Quarter

6.1.4 Spaces per Employee

Understanding the number of spaces available per employee, provides an indication of whether the level of parking provision is appropriate to support the economy and businesses.

Birmingham has the highest number of parking spaces per employees available in the city centre compared to other core cities. It has 370 spaces per 1,000 employees. This is compared to Manchester, which has 220 spaces per 1,000 employees and Nottingham at 250 spaces per 1,000 employees.

This supports the findings that Birmingham has an over-supply of parking provision, particularly for commuters (long-stay).

If 10,000 long-stay spaces were removed and all on-street parking controlled (6,955 spaces), then the available spaces per 1,000 employees would decrease to 260 spaces, similar to Nottingham. If 19,000 spaces were removed, then the provision would be slightly below Manchester at 200 spaces per 1,000 employees. This highlights that there would be resilience in the reduction of parking spaces for businesses, in the region of 10,000 to 19,000 spaces.

In the longer-term, BCC should seek to further decrease the number of spaces per employee as the economy grows in a more sustainable manner as per the council's policy. A reduction of 10,000 spaces for long-stay (commuter) parking provision by 2031 along with expected increase in employees to 200,000, would suggest 240 spaces per 1,000 employees, which is similar to Nottingham's current situation.

A figure of around 150 to 200 spaces per 1,000 employees could be a target by 2031, considering the modal shift to be achieved through all the planned investment in public transport and other sustainable modes of travel. This would be a circa 19,000 space reduction in available long-stay parking. Nationally and internationally there are cities that support a much larger or similar workforce, with a lower parking provision than Birmingham (i.e. Sydney 210 spaces per 1,000 employees for 250,000 employees or Manchester).

6.1.5 Complementary Measures

The report has demonstrated that there is an over-provision of parking in the city centre. Alongside a reduction in parking, a number of complementary improvements could be delivered.

- There will need to consider the characteristics and analyse parking changes occurring in each quarter. This will ensure a coherent parking policy is delivered that does not negatively impact a specific quarter of the city centre.
- As there is an over-supply of parking in the city centre, no further temporary car parks should be granted approval. The car parks which have or are due to expire by 2019 should not have the approvals extended. This would remove nearly 1,000 spaces in 2016 and over 1,500 spaces by 2019.
- There should be a change to on-street parking to stop re-parking in the same zone. For stays longer than the permitted on-street time limit, off-street parking should be encouraged. This may need to be supported by specific levels of BCC parking, or private-operated parking spaces defined for short-stay only in off-street car parks. On-street parking should as a minimum be priced more than local off-street parking.
- The city centre CPZ programme should be delivered to ensure there is control and management over all on-street parking. This should remove any 'free' on-street parking in the city centre. The programme should also take into account peripheral areas affected as a result of the CPZ implementation and other areas where 'free' parking is allowed. All parking in the city centre should be charged.
- All parking in the city centre should be required to meet minimum car parking standards (i.e. ParkMark) and be linked to the UTMC to enable monitoring of car park demand. It may be difficult to retro-fit minimum standards to existing car parks, but any new car parks should be required to meet such a standard. It should also include ensuring all multi-storey car parks are linked to the UTMC and guidance system to ensure users are aware of parking opportunities. This could be promoted through the BCC website and software developers encouraged to develop Apps using the open data.
- As part of the car parking standards and planning guidance, BCC may wish to stipulate a minimum proportion of short-stay bays to be provided in off-street car parks. This would determine long-stay

parking and ensure availability for visitors, shoppers and business trips being made to the city centre. BCC could take this forward as the example operator and implement it across their car parks, or change the pricing structure in their off-street car parks to reduce the availability of all day parking opportunities.

- Alongside supply influencing parking choice, pricing is an important tool. A clear and transparent pricing structure for BCC parking should be set, that takes into account changes in the economy, other local car parks, parking demand and supply by quarter. It should clearly promote short-stay parking and be set to discourage long-stay parking. A pricing policy could be agreed every two years, which could allow BCC officers to work within this policy to make changes as and when required, without the added cost of consultation. This should include the parking and pricing policy for BCC PNR parking. BCC could lead by example and not provide PNR parking for employees and/or charge for any PNR parking provided.

- The SPD should be amended to take account of the current level of car ownership and travel to work behaviours in the quarters, which are below the SPD maxima standards. The percentage of no car households in the city centre is 56 per cent. The current provision of parking in private residential developments (0.73 spaces per dwelling). This should also potentially support and promote car free developments for residential and businesses, including stipulating and enforcing planning conditions to ensure no permit parking is available to the building occupiers.

- To support a reduction in long-stay (commuter) parking and address the negative costs that it contributes to the economy (i.e. congestion), a workplace parking levy (WPL) should be investigated. This would have the effect of reducing the number of PNR spaces, as employers would only provide what is required to avoid unnecessary costs. It would also provide a revenue stream to support investment in public transport, environmental improvements, the potential to support modal shift and the policy objectives of Birmingham Connected and the City Council. High-level analysis of the revenue implications based on the data gathered for this study, indicates a city centre WPL could generate circa £6 million per annum. This is based on the data gathered as part of this study and the Nottingham WPL methodology.

- Expansion of Park & Ride sites along the rail and bus network in line with the West Midlands Strategic Transport Plan should be considered to support a reduction in city centre parking and enable people to use alternative modes of transport. Any reduction in parking levels should be supported by further investment (and expansion) of rail, bus and cycle capacity to ensure access is maintained. The Parking Policy should not be treated (or delivered) in isolation.

7. Recommendations

This study has undertaken a detailed assessment of parking within Birmingham City Centre. It set out to understand the current situation and expected future changes; to recommend improvements to the Council's parking policies in support of the objectives of the City Council and outcomes of Birmingham Connected.

This final section details 45 recommendations from the study to improve the planning, control, management and operation of parking in Birmingham city centre. The recommendations are focussed on actions to be taken over the next five years, recognising the changing shape of the city centre and need to keep regular monitoring of parking availability and use. The recommendations look to continue the trend and policies of Birmingham Connected towards supporting economic growth and achieving a reduction in car trips in the city centre.

7.1 On and Off Street Publically Available Parking

7.1.1 Parking Supply

1. On-street and off-street parking should be considered in unison rather than as independent entities in the assessment of publically available parking.

2. A circa 10,000 space reduction in publicly available (including uncontrolled on-street provision) and PNR parking should be achieved by 2021.

3. The proportion of short-stay parking available should be increased to 20 per cent as a minimum by 2021. The current level is 6 per cent. Making all city centre on-street parking controlled and reducing the quantum of long-stay parking by 10,000 spaces will help to achieve this.

4. On-street bays could be removed to assist in achieving the target reduction but consideration should be made of the impact on the availability of short-stay parking in an area and the benefit to other modes. The removal of on-street spaces should include complementary measures to ensure no decrease in the proportion of short-stay spaces in the area. There should be a cost associated with the removal of on-street spaces.

5. The quarters provide definition of the city centre but in any parking assessment, (especially for the removal of on-street parking); consideration should be given to the available public parking in the specified area of influence. That could include more than one quarter or a combination of part of a quarter(s).

6. The Parking Policy should set permissible maximum parking provision by city centre quarter, which should be referenced in the SPD.

7. No public parking should be approved if the permissible maximum parking provision is currently exceeded.

8. All expired, temporary car park approvals should be enforced with no extension of temporary car park approvals allowed. No temporary car parks should be granted new approvals.

9. Disabled parking provision should be protected so that there is no net decrease in the level of provision across the city centre.

7.1.2 Parking Management

10. The roll-out of the city centre controlled parking zone programme should be continued and include peripheral areas affected by the programme. The programme should seek to remove all no-fee parking in the city centre under BCC control, along with a review of off-street pricing in the affected areas.

11. Develop an on-street policy for the city centre, to set out the modal priorities and define the use of kerbspace on different streets across the city centre; recognising the planned delivery of future schemes and need to provide priority for public transport, servicing and delivery, taxis, walking and cycling. This should include the recommendation of dual-use bays, recognising the different demand for kerbspace at different times of the day (i.e. day-time and night-time economies).

12. The Birmingham Car Park Design Guide should be updated to reflect improvements in the industry and the latest developments in car park design, operation and management and be applied to all publically available off-street parking to ensure a minimum level of quality and service provision. Any temporary car parks should adhere to the guide and standards. The Guide should include minimum quality standard requirements for all off-street car parks to be linked to the UTMC and a requirement for a minimum proportion of dedicated short-stay bays in off-street car parks. UTMC data could be used to indicate the proportion of long-stay parking required and the ability to protect short-stay spaces.

13. BCC should look to designate a proportion of spaces in each of its off-street car parks for short-stay use only. These would ideally be located close to pedestrian entrances and exits for convenience. This is already done for parking permit bays offered by the Council in its off-street car parks.

14. BCC should investigate re-developing off-street car parks in quarters where there is significant parking over-provision, and where the disposal of the car park contributes to supporting redevelopment in the quarter. Any land asset sale would require a detailed understanding of the long-term (minimum 15-year) capital and revenue impact for BCC. It would also need to ensure that the land is not used for parking in the interim, before development occurs.

7.1.3 Tariffs

15. All no-fee, time-limited parking in the city centre should be converted to Pay & Display (i.e. Five Ways). In accordance with the policy to make on street tariffs higher than off street tariffs.

16. BCC should review the tariff structure and implement interim changes in October 2016 as a result of this report's findings (which highlighted decreases in tariffs since 2004 (both on and off street).

17. BCC should review tariff structures to ensure all on-street parking is priced in excess of local off-street parking.

18. The BCC tariff structure should discourage commuter parking (i.e. more than 8 hours) through significantly higher tariffs.

19. BCC should investigate removing the 8-hour and 24-hour parking opportunities in some of its off-street car parks to promote short-stay parking. This has been achieved with Dudley Street and could be applied to other city centre car parks.

20. A tariff review and benchmarking of BCC tariffs against competition with other modes and local car parks should be undertaken every 2 years and agreed with Cabinet, to enable officers to make interim tariff changes throughout the year as supply, demand and changes in the local economy warrant without the need for further Cabinet approval.

21. The BCC tariff structure should be assessed, (as a minimum) in line with RPI trends for a rolling 2-year average and against the comparative cost of making the journey by sustainable modes.

22. BCC should transition towards full pay-by-phone for all new CPZs, with a transition of the existing ticket machine zones to pay-by-mobile as machines come to the end of their lifecycle.

23. On-street no-return restrictions should apply to the whole zone, not just a street-by-street basis to avoid unnecessary re-parking and encourage a park once policy in the quarters.

7.2 PNR

24. The SPD maxima standards should be reduced as the current standards are facilitating parking spaces per worker that are 50 per cent higher than other core cities, and higher than developers have necessarily provided.

25. No PNR parking should be approved above operational needs if the permissible maximum parking provision is exceeded in the quarter.

26. The available parking per 1,000 employees should be defined in the Parking Policy and referenced in the SPD to highlight the current high level of provision by quarter.

27. The SPD should support car-free developments (office and retail) in areas with controlled or planned controlled parking, along with planning conditions stipulating that occupiers are not allowed to obtain business permits.

28. BCC should investigate implementing a Workplace Parking Levy for PNR parking in the city centre, as a means to reduce levels of PNR parking, manage congestion and encourage modal shift as well as revenue investment in alternative transport modes. This could look at larger public/private sector organisations that provide PNR to implement on a voluntary basis initially.

29. BCC should encourage existing PNR parking to be converted to Electric Vehicle charging, Car Club bays or cycle parking.

7.3 Residential Parking

30. BCC should encourage existing residential parking to be converted to Electric Vehicle charging, Car Club bays or cycle parking, especially in developments with under-utilised parking. The separate commission on residential parking usage should assist to inform this.

31. SPD standards for residential parking maxima should be reviewed to be in line with observed car ownership conditions and characteristics for each quarter. This should be done as a priority as the analysis has shown considerable increases in residential parking has been approved in the city centre, despite trends showing lower car ownership and use.

32. The SPD should support car-free developments (residential) in areas with controlled or planned controlled parking, along with planning conditions stipulating that occupiers are not allowed to obtain resident permits.

33. All residential parking should require a management system to be in operation, which should be monitored and enforced through the planning system.

7.4 Complementary Measures

34. The content of the Parking Policy and SPD relevant to the city centre should be updated with the outcomes and findings of this study.

35. Review city centre parking characteristics bi-annually, to inform a review (and update) of the Parking Policy and SPD for the city centre. This could be as part of the city centre cordon surveys, or should at least be programmed to complement this work.

36. Add UTMC and VMS guidance to Opticities corridors and major arterial routes into the city centre, at locations to influence route and mode choice. This could integrate with Park & Rode locations to provide real choice to users on the alternatives available, if there is no available parking capacity in the city centre.

37. BCC should continue to provide training to civil enforcement officers to ensure a high quality frontline service and reduce the number of contested tickets. BCC should also review the current handheld operation for civil enforcement operators.

38. BCC should ensure the parking information on their website is accurate as this study found inconsistencies between parking space numbers presented on the website.

39. BCC should look to provide details of real-time car park occupancy on their website and encourage software developers to the use the open data information to develop Apps to communicate the information to users in a mobile platform.

40. BCC should work with Transport for West Midlands to introduce more Park and Ride (P&R) capacity at locations identified within the West Midlands Transport Strategy, and at additional sites such as Duddeston, Tyseley and Small Heath stations and Midland Metro network extensions.

41. Incorporate P&R sites with the proposed SPRINT network as it is delivered to encourage modal shift and support connectivity to the public transport network.

42. BCC should extend UTMC system to cover at a minimum key park and ride sites outside the ring road to provide an alternative at periods of high demand. All key radial routes should be covered including A38M, A45, A38 and A34.

43. Investigate the expansion of P&R sites along the rail and bus network.

44. It is recommended that the Council take this study forward through the revision of the supplementary planning document covering maximum parking standards. Also through the progression of CPZ roll out through the quarters development of a parking strategy and action plan to deliver the other aspects of the study recommendations within a cohesive policy that incorporate; planning, highways, economic development, public transport and environmental sustainability.

45. It is recommended that the council provide an Implantation Strategy which will provide guidance on how this strategy will be implemented, with a time based activity schedule.

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

H8 **The Sustrans**

Question:

What grants or payments does the Council/Transport West Midlands make to Sustrans?

Answer:

Sustrans is a cycling and walking charity, maintains the national cycling network and in addition to donations generates funding by providing/selling consultancy services, including to transport and local authorities and the Department for Transport. Any payments made to Sustrans by the Council or Transport for West Midlands are where they have been commissioned to provide a service / project delivery in line with standing orders.

Payments / Commitments as per the tables below.

Neither the Council nor Transport for West Midlands makes any form of donation or payment to Sustrans not in connection with services rendered.

NB: The Council does not keep a record of expenditure made by Transport for West Midlands to third parties, they have supplied this information in line with this request.

Birmingham City Council		
2016-2017		
Service/Project	**Cost (£)**	**Date**
Local Sustainable Transport Fund - Harborne Scheme Development and Appraisal	45,067	07.04.2016
Local Sustainable Transport Fund - Delivery of School Activities & ModeShift STARS Travel Planning	25,000	12.05.2016
Local Sustainable Transport Fund - Birmingham Cycle Revolution Infrastructure Promotion Activities	300	28.06.2016
Local Sustainable Transport Fund - Green Travel District Support	4,200	28.10.2016
Development / Delivery of Bham Connected Behaviour Change Programme	16,750	28.12.2016
Total	**91,317**	

2017-2018		
Service/Project	**Cost (£)**	**Date**
Development / Delivery of Bham Connected Behaviour Change Programme	46,750.00	27.04.2017
Birmingham Cycle Revolution Phase 3 Scheme Development	15,000.00	03.05.2017

Development / Delivery of Bham Connected Behaviour Change Programme	17,980.00	28.11.2017
Total	**79,730.00**	
2018-2019		
Service/Project	**Cost (£)**	**Date**
Birmingham Cycle Revolution Phase 3 Scheme Development	15,000	27.07.2018
Total	**15,000**	
2019-2020		
Service/Project	**Cost (£)**	**Date**
No expenditure to Sustrans this financial year	0	
Total	**0**	
2020-2021		
Service/Project	**Cost (£)**	**Date**
Seldom Heard Physically Active Conversations/Engagement	2,000	26.11.2020
Total	**2,000**	
Total Expenditure to Date	**188,046.75**	
2020-2021 (Forecast - commitments not yet invoiced)		
Service/Project	**Cost (£)**	**Date**
Brum Breathes Champions (Clean Air Zone Community Engagement)	50,000	tbc
Emergency Active Travel Fund Tranche One - support with Places for People schemes	19,425	tbc
Total	**69,425**	
GRAND TOTAL (Forecast + Actual) 2016-2017 to 2020-2021	**257,471.75**	

Transport for West Midlands		
2016-2017		
Service/Project	**Cost (£)**	**Date**
Better By Design – Course	1,200	11/05/2016
Better by Design Course	1,200	11/05/2016
Total	**2,400**	
2017-2018		
Service/Project	**Cost (£)**	**Date**
No expenditure to Sustrans this financial year	0	
Total	**0**	

2018-2019		
Service/Project	**Cost (£)**	**Date**
Year 1 Bike Life West Midlands Programme	15,000	17.1.19
Activities for the Promotion of Managing Short Trips (MST) October 2019-March 2019	10,220	25.2.19
Total	**25,220**	

2019-2020		
Service/Project	**Cost (£)**	**Date**
Cycle Summit event (22 May 2019) – community Engagement	430	29.4.19
Cycle Counters Feasibility Study	19,950	30.11.19
Year 2 Bike Life West Midlands Programme	15,000	17.12.19
Promotional Activities to promote MST in the Black Country (July)	13,760	26.7.19
Total	**49,140**	
Total Expenditure to Date	**76,760.00**	
2020-2021 – (Forecast - commitments not yet invoiced)		
Service/Project	**Cost (£)**	**Date**
Year 3 of Bike Life West Midlands Programme	15,000	
Total	**15,000**	
GRAND TOTAL (Forecast + Actual) 2016-2017 to 2020-2021	**91,760.00**	

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR ROGER HARMER

H9 **Birmingham Transport Plan**

Question:

When will the findings of the consultation on the draft Birmingham Transport Plan be published, bearing in mind the consultation took place a year ago?

Answer:

Consultation on the draft Birmingham Transport Plan ran from 28 January to 9 April 2020, with the original intention of adopting a final plan during 2020.

However, with the changes brought about by the COVID-19 pandemic, an Emergency Birmingham Transport Plan (a low carbon, clean air recovery after COVID-19) was instead published in May 2020. This set out plans for a wide range of emergency measures to support walking, cycling and public transport throughout the city, in light of the impact of COVID-19.

Work has now resumed on the main Birmingham Transport Plan and the intention is to publish the consultation report and adopt the revised plan later in 2021.

WRITTEN QUESTION TO THE CABINET MEMBER FOR SOCIAL INCLUSION, COMMUNITY SAFETY AND EQUALITIES FROM COUNCILLOR JON HUNT

I Domestic Abuse

Question:

With the recent second reading of the Domestic Abuse Bill and subsequent research carried out by the LGA, could the Cabinet Member detail what provisions are being made for victims of domestic abuse, especially during the three lockdowns, setting out how the service is coping in such difficult circumstances.

Answer:

Tackling and preventing domestic abuse is a key priority for the Council, as detailed in the comprehensive Domestic Abuse Prevention Strategy and Action Plan adopted in 2018. It has remained so throughout the period of the pandemic.

There has been a nationwide increase in domestic abuse cases during the lockdowns, and this has been echoed locally, with both the West Midlands Police and the Birmingham City Council commissioned Domestic Abuse Hub reporting up to a 70% increase in calls.

The City Council has worked closely with partners to ensure that robust and comprehensive action has been taken to support victims throughout this period. The Domestic Abuse Local Strategic Partnership Board, chaired by Councillor Brennan and attended by myself as the lead Cabinet Member has met regularly to ensure a coordinated partnership support offer to victims. The Board is comprised of partners from key agencies, including West Midlands Police, Birmingham Children's Trust, relevant Council directorates, voluntary sector specialist agencies and Birmingham and Solihull CCG.

Key actions taken forward and supported by the Board include the following:

- Ensuring that the domestic abuse services commissioned by BCC Adult Social Care remained open and were able to adapt their services to the circumstances of the pandemic. These include refuges, long term dispersed accommodation and the lead worker services. Support to both victims and children is also being provided via telephone and online channels.
- The Domestic Abuse Hub – which the City Council opened in partnership with Birmingham and Solihull Women's Aid (BSWAID) in March 2019 – remained open to those who are at risk of being made homeless as a result of domestic abuse during the pandemic. The service connects across to the commissioned services through Trident and Cranstoun who also deliver support to male victims of domestic abuse.
- The Community Safety Partnership Team, alongside Housing colleagues, secured resources from the emergency Covid19 fund to support the additional capacity needed to deal with increases in domestic abuse enquiries. These funds also strengthened domestic abuse support capacity within Birmingham City Council's housing teams, increased resources for the Domestic Abuse Helpline and enhanced the capacity of the sanctuary scheme. Two additional officers within the Community Safety Team were

funded to work within the Multi-Agency Risk Assessment Conference (MARAC) process to support high risk victims and ensure that action is taken against preparators.

- During the summer Birmingham and Solihull Women's Aid (BSWAID) extended their helpline opening hours to cover weekends and bank holidays ensuring that those seeking help had the maximum opportunity to do so. For those unable to speak safely to operators, the charity also piloted a local webchat service through www.bswaid.org, where victims were able to use a confidential web chat between 10am and 2pm initially on weekdays. This service was then extended to 4pm on weekdays.

- The Council's Neighbourhoods Directorate has responded to an increase in domestic abuse cases reported by tenants of council properties by recruiting an additional 6 domestic abuse officers to provide support to victims. The Council has also embarked upon the Domestic Abuse Housing Accreditation programme (DAHA), which will take a whole system review of housing approach to tackling domestic abuse and establishing minimum standards.

All of the above have been widely communicated via social media and other channels to ensure that victims of domestic abuse and all relevant agencies are aware of the scale of support available and how to access it easily and safely. The Council and its partners have also supported the regional #NoExcuseForAbuse and the global 16 Days of Action campaigns against domestic abuse.

The Council is also working with the Local Government Association and the Ministry of Housing, Communities and Local Government to prepare for the implementation of the new Domestic Abuse Act. I'm pleased to confirm that Birmingham is leading the way nationally, having established our Domestic Abuse Local Strategic Partnership Board well ahead of the Act coming into force. Work to prepare for the other duties created by the Act is also well underway, having continued throughout the pandemic.

WRITTEN QUESTION TO THE LEAD MEMBER, WEST MIDLANDS TRANSPORT DELIVERY COMMITTEE FROM COUNCILLOR NEIL EUSTACE

J **The Sustrans**

Question:

What grants or payments does the Council/Transport West Midlands make to Sustrans?

Answer:

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Total	**91,317**	

2017-2018		
Service/Project	**Cost (£)**	**Date**
Development / Delivery of Bham Connected Behaviour Change Programme	46,750.00	27.04.2017
Birmingham Cycle Revolution Phase 3 Scheme Development	15,000.00	03.05.2017
Development / Delivery of Bham Connected Behaviour Change Programme	17,980.00	28.11.2017

Total	**79,730.00**	
2018-2019		
Service/Project	**Cost (£)**	**Date**
Birmingham Cycle Revolution Phase 3 Scheme Development	15,000	27.07.2018
Total	**15,000**	
2019-2020		
Service/Project	**Cost (£)**	**Date**
No expenditure to Sustrans this financial year	0	
Total	**0**	
2020-2021		
Service/Project	**Cost (£)**	**Date**
Seldom Heard Physically Active Conversations/Engagement	2,000	26.11.2020
Total	**2,000**	
Total Expenditure to Date	**188,046.75**	
2020-2021 (Forecast - commitments not yet invoiced)		
Service/Project	**Cost (£)**	**Date**
Brum Breathes Champions (Clean Air Zone Community Engagement)	50,000	tbc
Emergency Active Travel Fund Tranche One - support with Places for People schemes	19,425	tbc
Total	**69,425**	
GRAND TOTAL (Forecast + Actual) 2016-2017 to 2020-2021	**257,471.75**	

Transport for West Midlands		
2016-2017		
Service/Project	**Cost (£)**	**Date**
Better By Design – Course	1,200	11/05/2016
Better by Design Course	1,200	11/05/2016
Total	**2,400**	
2017-2018		
Service/Project	**Cost (£)**	**Date**
No expenditure to Sustrans this financial year	0	
Total	**0**	

2018-2019		
Service/Project	**Cost (£)**	**Date**
Year 1 Bike Life West Midlands Programme	15,000	17.1.19
Activities for the Promotion of Managing Short Trips (MST) October 2019-March 2019	10,220	25.2.19
Total	**25,220**	
2019-2020		
Service/Project	**Cost (£)**	**Date**
Cycle Summit event (22 May 2019) – community Engagement	430	29.4.19

Cycle Counters Feasibility Study	19,950	30.11.19
Year 2 Bike Life West Midlands Programme	15,000	17.12.19
Promotional Activities to promote MST in the Black Country (July)	13,760	26.7.19
Total	**49,140**	
Total Expenditure to Date	**76,760.00**	
2020-2021 – (Forecast - commitments not yet invoiced)		
Service/Project	**Cost (£)**	**Date**