



CITY COUNCIL

2 APRIL 2019

WRITTEN QUESTIONS TO CABINET MEMBERS AND COMMITTEE CHAIRS

WRITTEN QUESTIONS

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From Councillor Bob Beauchamp

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From Councillor Mike Ward

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From Councillor Zaker Choudhry

CITY COUNCIL – 2 APRIL 2019

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

“Council Chamber use by Unite”

Question:

How much did Unite pay for the hire of the Council Chamber for their mass meeting on 4 March and 11 March 2019 with bin workers?

Answer:

Trades Unions recognised by the City Council and representing members who are employed by the City Council are granted the use of a room in the Council House for up to two weekday meetings in a calendar month for which no charge is made. This arrangement has been in place for many years.

The meeting on March 4th 2019 was within this permitted quota and therefore there was no room hire charge. Unite did however request use of the microphones and as such were charged an equipment hire fee of £66.00.

The meeting on March 11th 2019 was outside the permitted quota and therefore Unite were charged £220 for room hire. In addition, they requested the use of the microphones and as such they were also charged an equipment hire fee of £66.00.

CITY COUNCIL – 2 APRIL 2019

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

“Alfred Road Car Park”

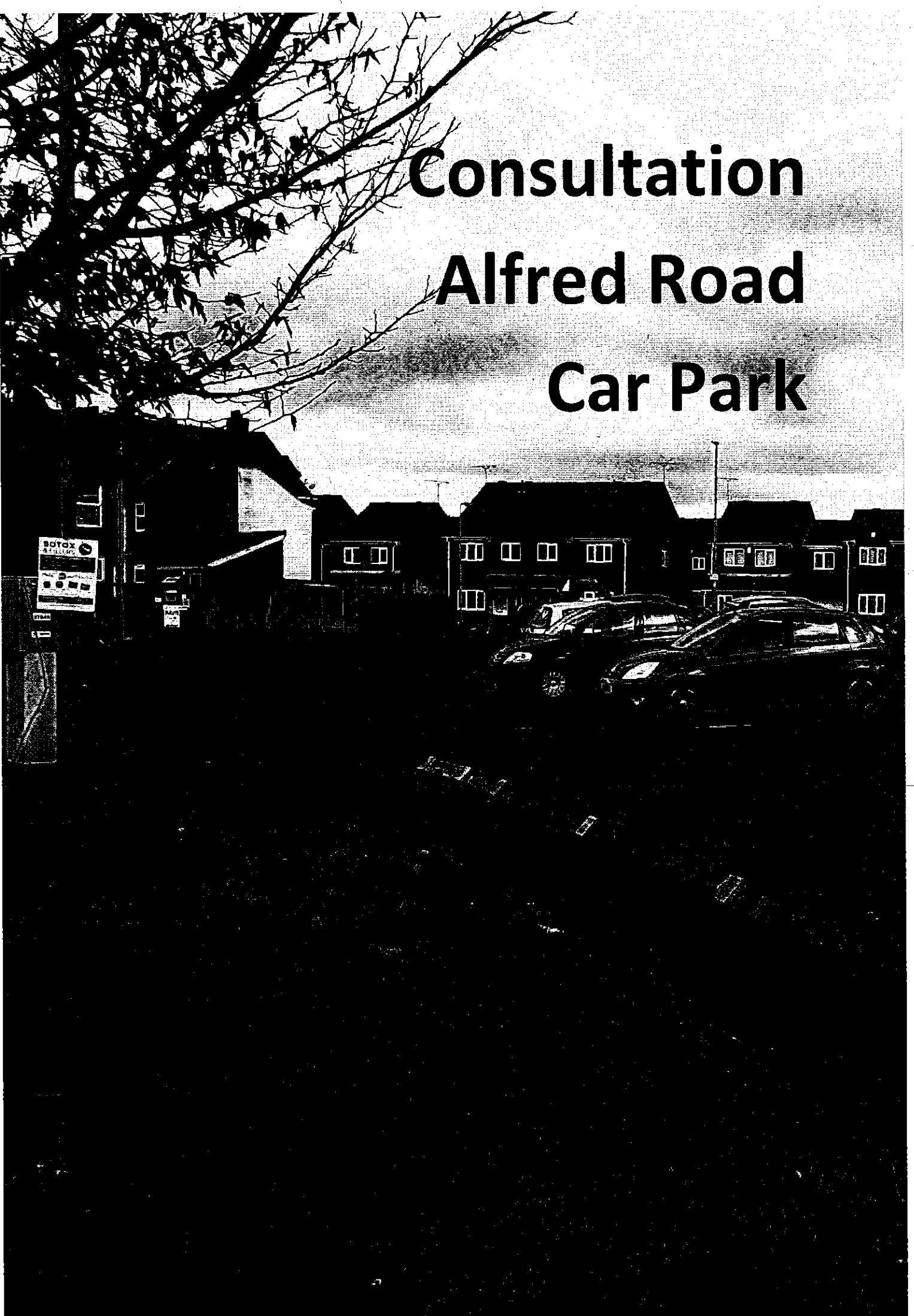
Question:

Can you provide a full copy of the report produced by the Ashiana Project for the consultation they were commissioned to carry out into future use of the Alfred Road Car Park site?

Answer:

Please see attached report as requested.

Consultation Alfred Road Car Park





Prepared by:

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Date:

5th January 2018

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Background Information and Project Brief

Birmingham City Council is looking into options for the pay and display car park in Alfred Road, Sparkbrook, Birmingham, B11 4PB.

A consultation exercise is required in a defined target area to help determine options for the future use of the car and Birmingham City Council is seeking an experienced local organisation to undertake a consultation exercise to get the views of local businesses and residents.

The options for the consultation are shown on the attached questionnaire that also includes equalities monitoring information. Please note Equal Opportunities Data has not been updated to reflect surveys completed over Xmas Period.

Target area for consultation

The target area for the consultation is shown on the attached plan but briefly comprises of the following:

- Stratford Road – 339 – 421 / 334 – 396.
- The four maisonette blocks in Alfred Road / Beach Road.
- Industrial units from Alfred Road to Alfred Street.
- Stoney Lane – 70 – 108.
- Beach Road – 2 – 62 / 1, 61 – 69.
- Trenville Avenue – 1 -21 / 14 – 16.
- Beach Brook Close – 5 – 21 / 10 – 26.
- Ashway – 2 -14.
- Fulham road – 1 – 65.

Key Tasks

- To carry out a consultation with local businesses and residents in an identified target area (see attached plan).
- To produce a detailed report on the findings of the consultation.
- To use a range of consultation methods to maximise the level of response.
- To ensure the consultation findings can be used as evidence to make an informed decision on the future use of the car park.

Methodology

Our Trained and experienced did 5 days of door knocking exercise. The door knocking was done at various times of the day the day:

2 days – Mornings

2 Days – Evenings

1 Day – Afternoon.

We had to carry out more than the original planned door knocking sessions, owing to residents not being home.

Equal Opportunities Monitoring of respondents

183 individual surveys were completed, 151 local residents completed the surveys and 32 businesses. A significant number declined to complete the EO monitoring sections, a significant number of those completing EO questions, only partially answered the questions.

The responses of Business are indicated in brackets with a (R) for Retail, to indicate their numbers (they were the businesses that were significantly closer to the car park).

Unlike residents, where people may choose not to open the door; we were able to initiate a conversation with almost every business to ascertain their views. The low response in completed business surveys can be summed up with a mixture of the following statements.

They didn't care about the car park, the car park was too far for their customers and they were not interested in wasting their time completing the survey.

Gender: Male (43%), Female (21%), Trans (0%), Refused 36%

Disability: None (46%), Refused (54%)

Orientation: Straight (60%), Bisexual (6%), Trans (0%), Refused (34%)

Religion: Islam (60%), Christian (3%), Sikh (3%), Hindu (1%), Refused (34%)

Ethnicity: Asian Kashmiri (31%), Asian Pakistani (21%), Sikh 2%, Bangladesh 1%, African (1%), Chinese (1%), Indian (1%), Kurdish (1%), Somali (1%), Yemeni 1%, Refused (12%)

Note: Some of the younger respondents were observed to deliberately declare themselves to be a member of a difference ethnicity before declaring they were bisexual. They verified the entry on the survey and then laughed (these entries have not been left unchanged).

Summary of Findings for Alfred Road Car Park Survey

Question 1	Regularly	Occasionally	Never	Tally
How Often do you use car park?	3	29	151	183
	2%	16%	83%	

Question 2	Yes	No	Crime	Environment	Other	Tally
Do you feel safe using car park?	112	26	19	11		138
	81%	19%	14%	8%		

Question 3	Very	Fairly	Not Important	Tally
How Important is the car park to the local community?	96	46	39	181
	53%	25%	22%	

Question 4	Yes	No	No Opinion	Tally
Do you believe the car park is needed?	95	32	55	182
	52%	18%	30%	

Question 5	Housing	Keep	Shops	Free Car Park	Tally
What should happen in the future?	101	74	4	21	183*
	56%	40%	2%	11%	

Comments:

***Since, It is possible to select more than 1 option, totals will not equal 100% and the percentage is expressed out of a total of 183.**

(Q1) Only 2% of the survey sample indicated they had used the Alfred Street Car Park (Regular use was defined as more than 12 times a year). With 83% indicating they had never used the car park.

(Q3) 78% believed the car park was (Very / Fairly) Important to the community, despite not having used it. This figure dropped to (Q4) 53% when asked if it was needed, which was essentially the same question phrased differently. (Q5) 40% expressed a desire to keep the Car Park, with an additional 11%, mostly businesses expressing a desire for more free Parking.

This discrepancy is better understood when an analysis of the comments is undertaken. Many users complaining of a lack of parking space, cars parked on pavements, or double parked on the road. The higher figure is because users hope that by having a car park would address this problem.

Some residents stated they locals will not pay to park their car in a car park, so it was of no use to them. More free parking on the street would be helpful.

Businesses were the most vocal against the Car Park, with only 4% of Stratford Road, and 0% of Stoney Lane wishing the Car Park to remain as a pay and display car park.

Summary of Comments received:

The current arrangements (Pay and Display Car Parking was of minimal benefit to local residents) and was of questionable benefit to local businesses. Residents and Businesses, who cited crime as their concern, reported that the Alfred Street Car Park, with its low fencing and good visibility to neighbouring streets and excellent pedestrian access on all sides, was the ideal location for those who wish to sell illegal drugs. Since those engaged in such activity never left the cars parked, they did not pay for their use of the Car Park.

The ideal solution would be additional free on the street parking, and the existing Alfred Street Car Park being replaced with additional housing. The housing should be designed with their own parking, with a new separate road from Alfred Street and/or Beach Road, so as not to reduce the existing parking on these Roads.

Data Integrity Check

In order to get a clear view of answer Question 5, we had an additional external review of the process. Practically speaking this meant only housing, paid parking or shops were reported on. (Free parking is not included in this final summary).

8 Addresses from Fulham Road were removed from the tally, since these were outside the parameters of the Survey (numbers 66 upwards) – This resulted in 8 less car parks and 2 less housing. (Some had chosen 2 options) Surveys from Stratford Road, who were outside the requested survey area, were also removed this reduced the number of housing from the total.



Statistical Weighting for Distance Explained

The nearest respondents living on Beach Road, are on average 1 minute away from the Car Park and have their scores multiplied by 4.

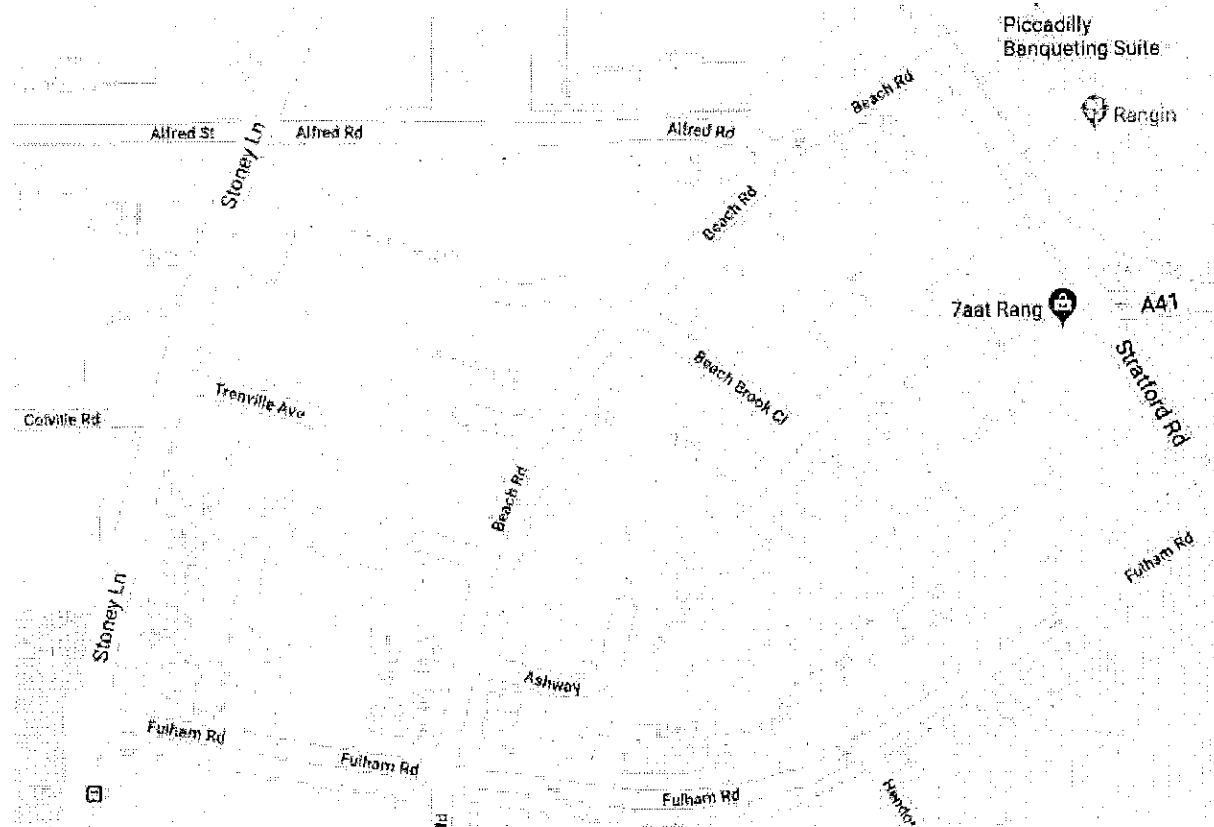
Respondents on Beach Brook Close, and Stratford Road are on average of two minutes' walk, their scores are multiplied by 3.

Respondents on Ashway, and Trenville Avenue and Stoney Lane are on average 3 minutes' walk, their scores are multiplied by 2.

Respondents from Fulham Road are an average 4 minutes' walk, their scores are unchanged.

This has the effect of giving a slightly greater importance on the views of those impacted most owing to how close they are living to the Car Park.

The relative location of the streets, to Alfred Road Car Park



Conclusion

Overall Usage of Car Park

Question 1	Regularly	Occasionally	Never	Tally
How Often do you use car park?	3	29	151	183
	2%	16%	83%	

There has been no statistical weighting applied, based on those who actually used the car park. Whilst it is standard statistical practice to apply a weighting based on those who used the carpark, doing so would have inadvertently given preference to businesses desire for more housing. It was decided to include the individual street summary instead, rather than represent this in an overall figure. (Over 60% of Occasional users were local businesses and only 2 out of the 68 businesses interviewed wanted to keep the car park as a pay and display car park and 57 out of 68 business wanted to replace it with housing).

Data Analysis

In order to answer the question, what should happen to the car park on Alfred Street, a statistical weighting is applied to question 5, based on the average walking distance of respondent from the car park, and percentage of people on a street who use the Car Park.

Question 5 Final TOTAL

Street	Housing	Carpark	Shop	Tally	Weighting	Housing	Carpark	Shop	Tally
Beech Rd	15	5	0	20	4	60	20	0	80
Beech Bk Cl	1	14	0	15	3	3	42	0	45
Ashway	4	12	0	16	2	8	24	0	32
Trenville	10	2		12	2	20	4		24
Fullham	22	31	4	53	1	22	31	4	57
Stratford	40	2		42	3	120	6		126
Stoney Ln	16	0	0	16	2	32	0	0	32
	108	66	4	174		265	127	4	396
	62%	38%	2%			67%	32%	1%	

FINAL FIGURE 67% FAVOUR REPLACING THE CAR PARK WITH HOUSING

The survey is broken down by each individual street in the rest of this report.

Annexes – Residential Streets Breakdown

Summary for Beach Road (1 min Walk)

Question 1	Regularly	Occasionally	Never	Tally
How Often do you use car park?	3	2	15	20
	15%	10%	25%	

Question 2	Yes	No	Crime	Environment	Other	Tally
Do you feel safe using car park?	3	3	3	2		6
	50%	50%	50%	33%		

Question 3	Very	Fairly	Not Important	Tally
How Important is the car park to the local community?	12	3	5	20
	60%	15%	25%	

Question 4	Yes	No	No Opinion	Tally
Do you believe the car park is needed?	11	5	4	20
	55%	25%	20%	

Question 5	Housing	Keep	Shops	Free Car Park	Tally
What should happen in the future?	15	5	0	0	20
	75%	25%			

Comments:

(Q3 & Q4) 60% of the respondents, of Beach Road, indicated the car park was **Important**, and 55% said it was **needed** however only (Q5) 75% said it should be replaced with housing.

(Q1) 3 respondent of Beach Road indicated they regularly used the car park with another 2 residents having occasionally used the car park. (Occasional use meant less than 12 times a year).

(Q2) 50% of the respondents, of Beach Road, indicated they felt safe, using the carpark,

Residents of Beach Road, were the most vocal about the problems of the car park, which was summed up as follows

Side roads are congested with cars; residents are not willing to pay to for parking here, consequently cars parked illegally on pavements and on the roads. Gangs were using the car park to sell drugs.

Most significantly the nearest residents were also most vocal about the problems of having an underutilised pay and display car park

Summary for Beach Brook Close (2 min Walk)

Question 1	Regularly	Occasionally	Never	Tally
How Often do you use car park?	0	6	9	15
		40%	60%	

Question 2	Yes	No	Crime	Environment	Other	Tally
Do you feel safe using car park?	4	0				4
	100%					

Question 3	Very	Fairly	Not Important	Tally
How Important is the car park to the local community?	9	3	3	15
	60%	15%	15%	

Question 4	Yes	No	No Opinion	Tally
Do you believe the car park is needed?	13	0	1	14
	93%		7%	

Question 5	Housing	Keep	Shops	Free Car Park	Tally
What should happen in the future?	1	14	0	0	15
	7%	93%			

Comments:

Breach Brook Close, was the closest residential area to the car park and out of the 6 users, 4 chose to answer Q2, about how safe they felt about the car park, all 4 indicated that it was safe.

(Q3) 75% of the respondents, of Beach Brook Close, indicated the car park was **Important**, this figure increased to (Q4) 93% who said the car park was **needed** and only (Q5) 93% said it should be kept as a car park.

Summary for Ashway (3 min Walk)

Question 1	Regularly	Occasionally	Never	Tally
How Often do you use car park?	0	0	13	13
			100%	

Question 2	Yes	No	Crime	Environment	Other	Tally
Do you feel safe using car park?	12	0				12
	100%					

Question 3	Very	Fairly	Not Important	Tally
How Important is the car park to the local community?	12	0	1	13
	92%		8%	

Question 4	Yes	No	No Opinion	Tally
Do you believe the car park is needed?	11	1	1	13
	84%	8%	8%	

Question 5	Housing	Keep	Shops	Free Car Park	Tally
What should happen in the future?	4	12	0	0	16*
	25%	75%			

Comments:

Given the distance from the car park, **none of the Residents of Ashway had used the car park**, (Q1). 100% felt the car park would be safe to use, 92% said it was important to the local community and 75% felt it should be kept.

*Some respondents for Q5, ticked more than 1 box, so Q5, Tally is higher than the total respondents.

Summary for Trenville Ave (3 min Walk)

Question 1	Regularly	Occasionally	Never	Tally
How Often do you use car park?	0		13	13
			100%	

Question 2	Yes	No	Crime	Environment	Other	Tally
Do you feel safe using car park?	7	6	3	1		13
	54%	46%	23%	8%		

Question 3	Very	Fairly	Not Important	Tally
How Important is the car park to the local community?	4	6	3	13
	31%	46%	23%	

Question 4	Yes	No	No Opinion	Tally
Do you believe the car park is needed?	6	3	4	13
	46%	23%	31%	

Question 5	Housing	Keep	Shops	Free Car Park	Tally
What should happen in the future?	10	2		1	13
	77%	16%		7%	

Comments:

Tenville Avenue, was amongst the further residential areas to the Alfred St Car Park.

None of the residents had used the car park. To use the Alfred Street Car park residents would have had to walk along Stoney Lane and then Alfred Street.

(Q4), 46% said Car Park was needed and (Q5) 77% wanted the Car Park replaced with housing.

Summary for Fulham Road (4 min walk)

Question 1	Regularly	Occasionally	Never	Tally
How Often do you use car park?	0	1	56	57
	0%	2%	98%	

Question 2	Yes	No	Crime	Environment	Other	Tally
Do you feel safe using car park?	53	1	1			54
	97%	1%	1%			

Question 3	Very	Fairly	Not Important	Tally
How Important is the car park to the local community?	33	15	9	64
	52%	24%	14%	

Question 4	Yes	No	No Opinion	Tally
Do you believe the car park is needed?	35	7	15	64
	55%	9%	23%	

Question 5	Housing	Keep	Shops	Free Car Park	Tally
What should happen in the future?	22	31	4	2	59*
	37%	53%	7%	3%	

Comments:

(Q3) 76% of the respondents, of Fulham Road, indicated the car park was **Important**, this figure dropped to (Q4) 55% who said the car park was **needed** and only (Q5) 53% said it should be kept. This anomaly is best explained by looking at responses to Q1-2.

(Q1) 1 respondent of Fulham Road indicated they had occasionally used the car park. (Occasional use meant less than 12 times a year). (Q2) 98% of the respondents, of Fulham Road, indicated they felt safe, using the carpark, despite never having used the car park. It would be reasonable to infer, they were responding on how safe it was for other users of the carpark.

2 respondents near Fulham Rd, Beach Rd, Junction expressed a need for a free car park.

*Some respondents for Q5, ticked more than 1 box, so Q5, Tally is higher than the 65 respondents.

Annexes – Commercial Streets Breakdown

Summary for Stratford Road (2 min Walk)

Question 1	Regularly	Occasionally	Never	Tally
How Often do you use car park?	0	17	32	48
		35%	65%	

Question 2	Yes	No	Crime	Environment	Other	Tally
Do you feel safe using car park?	12	15	12	8		27*
	44%	66%	44%	30%		

Question 3	Very	Fairly	Not Important	Tally
How Important is the car park to the local community?	16	13	19	47
	34%	27%	39%	

Question 4	Yes	No	No Opinion	Tally
Do you believe the car park is needed?	9	12	27	48
	19%	25%	56%	

Question 5	Housing	Keep	Shops	Free Car Park	Tally
What should happen in the future?	41	2		13	56*
	73%	4%		23%	

Comments:

The responses from Stratford Road, were from businesses.

(Q1) There were no regular users of the Alfred Road Car Park, however 35% of the respondents indicated they had occasionally used the car park. (Occasional use meant less than 12 times a year).

(Q2) 44% of the respondents, of Stratford, indicated they felt **unsafe**, using the carpark, with 44% citing crime as a concern.

(Q4), 19% indicated the Car Park was needed. Whilst (Q5) 73% indicated it would be better if the car park was replaced with housing. (Only 4% indicated the car park should remain).

The general consensus from the business community was the Car Park should be replaced with Housing; Businesses were the most vocal about the Car Park being used to sell Drugs.

***It is possible to select more than 1 option so Crime & Environment, totals will not equal 100%.**

Summary for Stoney Lane (3 min Walk)

Question 1	Regularly	Occasionally	Never	Tally
How Often do you use car park?	0	3(1R)	9	18
		17%	83%	

Question 2	Yes	No	Crime	Environment	Other	Tally
Do you feel safe using car park?	16(4R)	1	1			17
	94%	6%				

Question 3	Very	Fairly	Not Important	Tally
How Important is the car park to the local community?	8(3R)	7(1R)	3	18
	44%	39%	17%	

Question 4	Yes	No	No Opinion	Tally
Do you believe the car park is needed?	4(2R)	8	6	18
	22%	44%	34%	

Question 5	Housing	Keep	Shops	Free Car Park	Tally
What should happen in the future?	16(2R)	0	0	4(2R)	20*
	80%			20%	

Comments:

The responses of Business are indicated in brackets with a (R) for Retail, to indicate their numbers (they were the businesses that were significantly closer to the car park).

(Q1) 1 Local business owner indicated an occasional use of the car park (*Occasional use meant less than 12 times a year*). (Q2) 89% of the respondents, who indicated the car park was safe, despite never having used the car park. It would be reasonable to infer, they were responding on how safe it was for other users of the carpark.

(Q3) 90% of the respondents, indicated the car park was **Important**, this figure dropped to (Q4) 20% who said the car park was **needed** and none (Q5) said it should be kept, as a pay an display car park.

(Q5) Business were equally split, between more housing or replacing the existing car park with a free car park, again none of them wished to keep the car park as a pay and display car park. Majority of the residents would prefer the car park was replaced with additional housing.

CITY COUNCIL – 2 APRIL 2019

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

“Alfred Road Car Park Consultation Responses”

Question:

How many responses were received from the consultation carried out by the Ashiana Project on the Alfred Road car park site that they were paid £2500 to do on behalf of the Council?

Answer:

There were 181 completed questionnaires.

CITY COUNCIL - 2 APRIL 2019

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR
MIKE WARD**

"Housing Repair Service - outsourcing"

Question:

Labour's national manifesto for this year's local elections has mirrored its Birmingham manifesto last year in rejecting outsourcing.

Could the Leader state what the intentions are for the housing repair service, which has been outsourced with area-based contracts, for some time, with apparent success?

Answer:

Birmingham City Council has for a number of years, outsourced its repairs and maintenance provision.

This approach has happened on a national basis over the last 20 years with the majority of local authority housing provision adopting this.

The current contracts will cease in 2023/24 subject to continued satisfactory performance.

As part of the re-procurement approach, officers from the housing repairs and maintenance division will provide an options appraisal for future repairs and maintenance provision. This will include the option of bringing the service back in house.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR ADRIAN DELANEY**

“GMB failure to consult claim”

Question:

Were any employees of Grade 5 or above paid as part of the GMB ‘failure to consult’ settlement?

Answer:

No.

CITY COUNCIL – 2 APRIL 2019

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

“Visit to see Robert the Cat”

Question:

What method of transport did you use to travel to the meeting at Walsall Road allotments on 8 March?

Answer:

I travelled to the meeting with two Council officers in one of their cars.

CITY COUNCIL – 2 APRIL 2019

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

“Public Transport use”

Question:

During the 18/19 financial year, how many meetings outside of the City Centre but within the West Midlands metropolitan area have you travelled to using public transport?

Answer:

None

CITY COUNCIL - 2 APRIL 2019

WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR
MORRIAM JAN

"Broken Promise - Walsall Road Allotments"

Question:

Why did the Leader break his promise to the Walsall Road Allotments to ensure they can remain in situ during the 2022 Commonwealth Games?

Answer:

We are currently looking at a master plan for the stadium site to ensure that we can provide a sustainable sports campus for the residents of Perry Barr, post-the Commonwealth Games for the foreseeable future. We have therefore been looking at all land within the area as part of this master planning including the allotments.

I am also aware of the local allotment community and I have visited the allotments to hear the views of the allotment committee about developing a master plan for the wider area.

As a result, a master plan and business case for the site to deliver the Commonwealth Stadium and Community Sport Campus will be presented to Cabinet in June 2019, after considering all feedback from the local community.

CITY COUNCIL - 2 APRIL 2019

WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR ZAKER CHOUDHRY

"Funding cut - net or gross of tax increases"

Question:

The administration states in press statements that 'funding has been cut by £690 million' since 2010. Could the Leader state whether this figure is net or gross of tax increases, setting out the additional revenue to be raised through council tax and business rate increases between 2010 and 2020.

Answer:

The savings requirement has been calculated net of all revenues, including Council Tax and Business Rates. The overall figure is a combination of net cash reductions in resources available to the Council together with the need to finance a range of budget pressures including inflation, increasing demands for service provision, and investment to secure service improvement.

The cumulative impact can be summarised as follows:

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
	£m	£m	£m	£m	£m	£m	£m	£m	£m
Changes in Budget Pressures	47.1	109.6	192.2	210.2	230.7	218.2	280.9	402.5	476.1
Changes in Business Rates	0.0	0.0	(191.7)	(192.6)	(196.3)	(187.9)	(384.7)	(434.2)	(449.7)
Changes in Council Tax Income	3.1	3.2	84.2	75.7	64.2	42.6	22.7	7.1	(11.1)
Corporate Grant Reductions	124.4	162.6	291.5	364.9	465.0	517.8	723.2	714.9	721.2
Cumulative savings	174.6	275.4	376.2	458.2	563.6	590.7	642.1	690.3	736.5

It should be noted that the Government's system for financing local government has changed a number of times during the course of this period, notably due to changes in the proportion of Business Rates retained locally and the introduction of Council Tax Support Schemes (all of which have been associated with adjustments in Government grants). This has, therefore, involved switching resources between the lines in the above table. As a consequence, whilst the overall aggregate position represents a clear trend over time, care should be taken in the interpretation of the time series on individual lines in the table.

CITY COUNCIL – 2 APRIL 2019

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

“Community Asset Transfers”

Question:

In June 2017 Ackers Pavilion and Playing Field along with other sites was earmarked by cabinet for a community asset transfer after being declared ‘out of scope’ for the transfer of the well-being service to the new mutual. What has happened since then to progress this asset transfer and what is the current status of each of these sites?

Answer:

Ackers Pavilion was advertised for transfer in September 2018. This resulted in several expressions of interest in the site, however none of the proposals submitted provided the continuation of a Sport or Health & Wellbeing offer. As a result the site was re-advertised with a closing date of January 2019.

However as part of the wider master planning for the city, a transfer has now been put on hold to maintain the flexibility of the site within the city’s control, until such time the wider master planning has been completed.

Additional status of the remaining sites is as follows:-

Aston Pitches

Site advertised & Tenant identified – July 2018

TUPE transfer of staff is progressing prior to the lease being finalised.

Aston Pavilion

Site initially advertised & Tenant identified – July 2018 (Unable to progress lease with identified tenant)

Site has been re- advertised – March 19 (Potential tenants to be interviewed – April 19)

Firs & Bromford Wellbeing Hub

Site advertised & Tenant identified – July 2018

Lease scheduled is being finalised – April 2019

Nechells Wellbeing Centre

Site advertised – July 2018

No compliant bids received.

Masefield Wellbeing Hub

Site advertised & Tenant identified - October 2018

TUPE transfer of staff is progressing prior to the lease being finalised.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR ALEX YIP**

“Commonwealth Games - Partner Funding”

Question:

How many times have you personally met with each of the partners who previously committed to provide funding for the Commonwealth Games to discuss their contributions?

Answer:

Officers have been assigned to manage securing individual funding streams relating to commitments to funding made at the time of the bid. Much of the last planning period has involved each of those officers working with their counterparts in the funding partners to understand the detail of the requirements to access the funding, the governance required and the timeline. In addition, there has been a concerted focus on securing the £165m from MHCLG as part of the Village funding model and importantly the aspects of the project which that covers. Now that is understood and the first receipt of that funding is in train, the attention can move towards the detail of which aspects of the Commonwealth Games project can be matched to funding partners. Officers could not move to detail on this until the Village funding was secure and clarity provided on what it was matched against.

Should I need to meet with any of the partners to discuss funding, I am of course available to do so.

CITY COUNCIL – 2 APRIL 2019

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

“ATG Contract”

Question:

What measures were put in place to manage and review the ATG contract on an ongoing basis?

Answer:

Operational contract management involved monthly reporting by ATG on matters such as Management Information, complaints, any changes or amalgamation of routes and safeguarding issues. The service then cross-referenced and checked this information with their data and service information. The Service also arranged for an independent transport safety assessor to undertake spot checks on vehicles, on a regular basis to ensure that all vehicles were safe and suitable to transport children.

The service were in regular contact with ATG daily/weekly to address any issues as required, as they arose and met with ATG on a near monthly basis to discuss contract financial penalties and the subsequent amendment to payments.

We do recognise however that contract management can be further strengthened, and we will embed this into the arrangements with any new provider of transport.

CITY COUNCIL – 2 APRIL 2019

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

"Home to School Transport"

Question:

How much has been spent on taxi's on home-school transport for 0-25 in 2015, 16, 17, 18?

Answer:

It has not been possible to collate the request for previous year's data, as it would take a significant amount of officer time to do this. With the current operational issues we are currently having with ATG, the proposed new policy and transport contract, we do not have the capacity to complete this.

Taxi provision is constantly changing due to the needs of the pupils, changes in circumstances and other variables over a full academic year. A taxi may be required for a short period of time (possibly one day) or for the full academic year. Though we cannot currently provide the full breakdown of costs for taxis for previous years due to the timescales in responding to this question, we can provide the average number of vehicles and cost for March 2019.

- The number of taxis provided throughout March 2019 (black cab, private hire, MPV) is **178 vehicles**. Whilst we use 178 vehicles, this can vary considerably and one taxi could be used for one morning only.
- We have a number of schools where providers work on a 'per capita' basis. The pupils being transported in this respect have the highest SEMH and behavioural needs. Therefore there may be a variance in taxi provision required each day, dependant on the pupils attending school and the times that they attend.
- The estimated spend on taxis per day in March 2019 is **£20,174 (£3.85m per academic year)**

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR KEN WOOD**

“ATG Financial Position”

Question:

**When was the Cabinet Member first made aware of the risks surrounding
ATG's financial position?**

Answer:

In September 2018, officers informed the Cabinet Member that ATG were experiencing cash flow issues. In order to support ATG officers agreed to a rescheduling of payments during this transitory phase.

In March, officers were told that ATG were experiencing significant financial difficulties, and had made an application to the courts for insolvency. The Cabinet Member was subsequently informed.

CITY COUNCIL – 2 APRIL 2019

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

“ATG into Administration”

Question:

When was the Cabinet Member notified of ATG going into administration?

Answer:

On Friday 15th March 2019 BCC officers attended a meeting with ATG what was arranged by Transport for West Midlands. At this meeting BCC and TfWM were advised that earlier that week ATG Trustees had made an application to the courts for insolvency due to significant financial difficulty. Later on the 15th March the Cabinet Member was advising of this situation.

BCC officers were advised that ATG went into Administration late afternoon on Thursday 21st March. The Cabinet Member was advised of this on Friday 22nd March.

CITY COUNCIL – 2 APRIL 2019

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

“Travel Assist Policy”

Question:

**What was the total number of members of the public who attended each of the
7 public consultation meetings on the travel assist policy?**

Answer:

Meetings have been held at 8 special schools.

Fox Hollies	30
Langley	3
Hunters Hill	1
Calthorpe	12
Priestley Smith	25
Selly Oak	35
The Pines	22
Wilson Stuart	51

CITY COUNCIL – 2 APRIL 2019

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

“Meetings”

Question:

**List by date all the meetings that the Council has held regarding ATG since
May 2018?**

Answer:

Matters relating to ATG have been discussed at a number of meetings held by the Council, where the Travel Assist Service has been on the agenda. These include:

Cabinet meetings: 26 June 2018; 11 December 2018

Scrutiny meetings: Resources Committee: 19 July 2018 and 14 February 2019

Children's Social Care: 14 November 2018.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR GARY SAMBROOK**

“Authorisation”

Question:

Who authorised the payment of £300k to ATG in September 2018 in response to a request to help with cash flow and which Cabinet Members were informed?

Answer:

The payment referred to was not an additional sum to ATG but a change to the date of the payment of money owed for service delivery, which was then reconciled against invoices in line with the expected monthly payment profile. It was an operational matter intended to help ATG manage cash flow, and was authorised by the Director of Finance and Resources.

The Cabinet Member for Children's Wellbeing was informed in September 2018 that ATG were experiencing cash flow issues and that payments were being rescheduled to support ATG.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS,
WASTE AND RECYCLING FROM COUNCILLOR CHARLOTTE HODIVALA**

“Union Mass Meetings 1”

Question:

Were staff given paid time off to attend the mass meetings of Unite bin workers in the Council House on 4 March and 11 March 2019?

Answer:

Yes.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS,
WASTE AND RECYCLING FROM COUNCILLOR EDDIE FREEMAN**

“Union Mass Meetings 2”

Question:

Based on the hourly rate (plus on costs) of the staff attending what was the total cost of any paid time off for staff to attend the mass meeting of Unite bin workers in the Council House on 4 March and 11 March 2019, from the time they were permitted to leave the depot to the time they were expected to return or the end of the normal working day?

Answer:

The mass meeting held on the 11th March was at the end of the working day. Staff attending and left directly after.

The mass meeting on the 1st March was held at 11:30. Staff were not expected to return to work after the meeting as it was either close to finishing time with no time to get back to the depot, or past it.

The hourly rate at mid spinal point is as follows

Grade	Hourly rate	N.I @ 9.70%	Super @ 33.50%	Total cost per hour
GR2	9.44	<u>£0.92</u>	<u>£3.16</u>	13.52
GR3	11.77	<u>£1.14</u>	<u>£3.94</u>	16.85
GR4	15.71	<u>£1.52</u>	<u>£5.26</u>	22.49

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS,
WASTE AND RECYCLING FROM COUNCILLOR SIMON MORRALL**

“Union Mass Meetings 3”

Question:

Were staff expected to return to work after the mass meeting of Unite bin workers in the Council House on 4 March and 11 March 2019?

Answer:

The mass meeting held on the 11th March was at the end of the working day. Staff attending and left directly after.

The mass meeting on the 1st March was held at 11:30. Staff were not expected to return to work after the meeting as it was either close to finishing time with no time to get back to the depot, or past it.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS,
WASTE AND RECYCLING FROM COUNCILLOR PETER FOWLER**

“Union Mass Meetings 4”

Question:

How much recycling was collected on 4 and 11 March 2019, when the mass meeting of Unite bin workers in the Council House was held, compared to what the Council would expect to collect on a typical working day?

Answer:

4 March 2019

No comingled recycling was collected

2.3 tonnes of paper was collected

11 March 2019

3.4 tonnes of comingled recycling was collected

8.1 tonnes of paper was collected

Typical collections per day

The average daily collection in June 2018 per day was:

120 tonnes of comingled

82 tonnes of paper

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS,
WASTE AND RECYCLING FROM COUNCILLOR SUZANNE WEBB**

“Union Mass Meetings 5”

Question:

Since January 2017, how much paid time off has been given to bin collection staff to attend Union arranged meetings?

Answer:

There have been three staff meetings since January:

- 29th February
- 1st March
- 11th March

A total of 4.5 hours.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS,
WASTE AND RECYCLING FROM COUNCILLOR TIM HUXTABLE**

“Productivity”

Question:

What was the average number of properties per round visited by bin collection crews in the period from April 2018 up until the introduction of the MOU and from the introduction of the MOU up until the start of industrial action on 29 December compared to the target set based on core city benchmarking?

Answer:

Up until the implementation, the teams were working a 9 hour day, four days a week. This was reduced to 7 hours a day 5 days a week.

The average round size changes from 1,200 properties to 850 properties per day to be collected.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS,
WASTE AND RECYCLING FROM COUNCILLOR DEBBIE CLANCY**

“Bin collections w/c 18 March”

Question:

How many missed collections were reported in the week following suspension of the strike?

Answer:

There were 3,863 calls concerning missed collections during the week of the 18th - 22nd March.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS,
WASTE AND RECYCLING FROM COUNCILLOR DEIRDRE ALDEN**

“Bin collections w/c 18 March 2”

Question:

How much was spent on overtime and external contractors (split between the two) for dealing with waste collections on each day between 18-24th March 2019?

Answer:

Overtime was approved for the 23rd and 24th March. The cost of this has not been processed yet.

Contractor costs were £37,800 per day for a ten hour working day.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS,
WASTE AND RECYCLING FROM COUNCILLOR RON STORER**

“Bin collections w/c 18 March 3”

Question:

What percentage of waste refuse vehicles sent out between 18 March and 24th March 2019 collected both waste and recycling in the same load?

Answer:

139 teams were deployed, separating both waste streams.
23 catch up teams were deployed for outstanding missed collections. These crews collected recycling and residual waste as a mixed load.

CITY COUNCIL - 2 APRIL 2019

WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS, WASTE AND RECYCLING FROM COUNCILLOR NEIL EUSTACE

"Waste Collection Service - Steps to Improve"

Question:

Prior to the industrial action in January, the waste collection service was still struggling to embed new working arrangements. What steps are being taken to improve the service and prevent missed collections, now the crews are working normally?

Answer:

Service failures can include vehicle breakdowns, access problems and staff shortage. A plan to replace the ageing fleet and the type of vehicles should resolve the majority of breakdowns and some of the access problems with the purchase of smaller vehicles.

Waste collections are monitored and missed collections are investigated to determine the reasons for service failure. Rounds are also monitored in terms of the daily tonnage collected.

A Joint Service Improvement Board has been established to work to improve the service which will work alongside the Trade Unions and managers. In addition an independent review will be undertaken to look at all aspects of the service.

CITY COUNCIL - 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS, WASTE
AND RECYCLING FROM COUNCILLOR ROGER HARMER**

"Waste Collection Service - Area Based Contracts"

Question:

Given the comments of the district auditor, will the independent review into the waste collection service be allowed to consider the option of delivering the waste collection service through area-based contracts, as rejected by the Labour group earlier this year?

Answer:

A report detailing the specifications for the Independent Service Review was reported to Cabinet on 26.03.19. The review will consider all aspects of the service and will report its findings to the Council.

CITY COUNCIL - 2 APRIL 2019

WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS, WASTE AND RECYCLING FROM COUNCILLOR BABER BAZ

"City's Recycling Rates by quarter over last 5 years"

Question:

Could the Cabinet Member please give details of the city's recycling rates by quarter over the last five years.

Answer: The table below shows the city wide recycling rates for each quarter starting from 2014. These figures include not only collected kerbside waste but waste from street cleansing activities and waste disposed of at the five Household Waste Recycling Centres.

YEAR	QUARTER	Column A % Household Waste Reused, Recycled or Composted (old NI 192 indicator)	Column B % Municipal Waste Reused, Recycled or Composted - Including Recycled Ash from Tyseley ERF (new 2018-19 indicator)
2014	January-March	25.56%	
2014	April-June	33.22%	
2014	July-September	30.68%	
2014	October-December	27.46%	
2015	January-March	25.43%	
2015	April-June	28.61%	
2015	July-September	27.82%	
2015	October-December	25.65%	
2016	January-March	22.81%	
2016	April-June	29.37%	
2016	July-September	28.98%	
2016	October-December	25.55%	
2017	January-March	22.85%	
2017	April-June	28.15%	
2017	July-September	16.60%	
2017	October-December	23.29%	
2018	January-March	21.99%	
2018	April-June	28.83%	*38.37%
2018	July-September	27.12%	*41.38%
2018	October-December	24.46%	*39.32%

- The percentage of municipal waste reused, recycled or composted (column B) includes household waste (column A)

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBERS FOR EDUCATION,
SKILLS AND CULTURE FROM COUNCILLOR EWAN MACKEY**

“School Places”

Question:

Broken down by ward, what percentage of Y6 children were offered a place at their first choice and what percentage were offered one of their 6 choices of secondary school for September 2019?

Answer:

Thank you for your question. Unfortunately it has not proved possible to gather the information you have requested in the time available. To provide the requested information requires technical updates of Impulse the Council's education software system.

I will provide you with a full response response by Monday 8th April.

Footnote:

Impulse (the Council's education management information system) is currently undergoing major development and this is impacting on the ability to make changes to the current system.

Currently the software provides the ward information based on the previous 2004 boundaries and has not been updated to reflect the new 2018 boundaries.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBERS FOR EDUCATION,
SKILLS AND CULTURE FROM COUNCILLOR DAVID BARRIE**

“Admissions checks”

Question:

In each year since 2014 how many ‘spot checks’ have been carried out to confirm that parents do live at the address they put on their child’s school admission form, split between reception and year 7 admissions and broken down by Ward?

Answer:

The School Admissions service is not required to maintain this information in a central database.

School Admission records information in relation to wrong or false addresses on individual children’s electronic applications for both reception and year seven transfers.

A range of evidence is used to confirm addresses for applications. For example for the reception round all applications are checked normally against NHS records, birth data and early years records. For the secondary round checks the focus is on the primary school records.

If in either of the primary or secondary rounds the above checks reveal discrepancies matters are then escalated and ‘Data Warehouse’ checks are undertaken. This allows the Council to then check additional records including council tax, council rent records and housing benefit records.

If these checks do not establish any related records we will then request proof of address directly from the parents or carers.

In the event of communications from third parties alleging wrong or false addresses these are always investigated. In such cases we review and update previous checks and write directly to the parents or carers requesting further information and presenting any related concerns to enable a right of reply.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION,
SKILLS AND CULTURE FROM COUNCILLOR MAUREEN CORNISH**

“Admissions Enforcement”

Question:

In each year since 2014 on how many occasions have the ‘spot checks’ used to confirm that parents do live at the address they put on their child’s school admission form, found that a false address has been used, split between reception and year 7 admissions and broken down by district/constituency?

Answer:

Thank you for your question.

School Admission records information in relation to wrong or false addresses on individual children’s electronic applications for both reception and year seven transfers.

The council is not required to and does not keep a central data base in respect of wrong or false addresses.

A range of evidence is used to confirm addresses for applications. For example for the reception round all applications are checked normally against NHS records, birth data and early years records. For the secondary round checks the focus is on the primary school records.

If in either of the primary or secondary rounds the above checks reveal discrepancies matters are then escalated and ‘Data Warehouse’ checks are undertaken. This allows the Council to then check additional records including council tax, council rent records and housing benefit records.

If these checks do not establish any related records we will then request proof of address directly from the parents or carers.

In the event of communications from third parties alleging wrong or false addresses these are always investigated. In such cases we review and update previous checks and write directly to the parents or carers requesting further information and presenting any related concerns to enable a right of reply.

Officers have reviewed the number of third party allegations for the 2018/19 admissions round and have confirmed that for the primary round there is one on-going investigation and for the secondary round five on-going investigations.

A further ten secondary cases have been investigated with five addresses assessed as being wrong/false.

The 15 secondary cases relate to the following wards:

Sutton Four Oaks (4 cases)

Sutton Roughley (2 cases)

Billesley (2 cases)

And one case in each in the following wards;

Oscott

Moseley and Kings Heath

Hall Green

Erdington

Lozells

Washwood Heath

Heartlands

The one primary case relates to the Hall Green North Ward.

Footnote:

Other local authorities as was the case in Birmingham over two years ago would also deploy officer time to conduct visits to related home addresses.

This is not an approach we have utilised recently in Birmingham as it is resource intensive and seldom provides conclusive evidence to confirm or otherwise stated addresses.

Instead the School Admissions Service has rolled out staff training and increased the number of 'Data Warehouse' licences across the team to both increase the robustness and efficiencies of our procedures and related checks.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION,
SKILLS AND CULTURE FROM COUNCILLOR BRUCE LINES**

“Asbestos checks”

Question:

How frequently are safety checks carried out on schools with asbestos?

Answer:

**Asbestos Management Surveys (AMS) and Asbestos Management Plans (AMP)
– current Compliance and Monitoring**

- All maintained Schools have an Asbestos Management Survey to MDHS100 standard
- Asbestos Management Plans (AMP) were provided in Template format in 2010. This is a required document and explains how to manage areas of school with Asbestos to prevent persons being exposed to the material. Within the AMP there is a schedule for monitoring asbestos materials condition i.e. the asbestos materials are visually checked for damage by a person(s) identified on site.
- Recently the Department for Education (DfE) completed a survey of management of asbestos in schools across all schools in the country. We achieved a 100% return from our maintained schools (we do not know the outcome of this survey yet).
- We ask for an annual return requiring a declaration of conformity across a range of statutory requirements including the updating of the AMP by the local duty holder onsite. This year we are also asking schools to submit their asbestos management plan so that we can check that visual checks are being carried out and the plan is being updated regularly.
- It is our intention to launch an interactive Annual Compliance Return by 2020 where the relevant documents indicating compliance and any associated action plans will have to be uploaded before a school can be declared fully compliant.
- Although the Council currently does not have a planned programme of carrying out safety checks specifically on asbestos in schools, there is an annual audit process undertaken by the Council's Safety Services team. Asbestos is an element included in the audit.

Future Plans

In addition to the audits, we are in the process of developing a three year plan to:

- Carry out a full review of asbestos and its management in our maintained education estate to establish a risk register.
- We will develop a programme of resurveying schools to update the AMS to HSG264 Standard.

- We will establish a maintenance programme to encapsulate or remove asbestos as recommended in the survey. Our Dual Funding initiative within our Capital Maintenance programme for 2019/20 has a focus on asbestos related maintenance works.
- Asbestos Management Plans will be updated as required.
- Awareness and accredited Training will be relaunched (at school level for complex buildings).

It is important to note that the Council is not the 'Responsible Body' for the Academies, Voluntary Aided and Free Schools and as such the information above only applies to the 191 (of the 445) schools we are directly responsible for.

CITY COUNCIL - 2 APRIL 2019

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

"Commonwealth Games Athletes Village - New Primary School at this Location"

Question:

At least 1,400 homes are due to be created on the site of the Commonwealth Games Athletes Village after 2022 - with more homes being built locally by private developers. Given the benefits, especially in a new community, of parents being able to walk their children to school, why has the Education Department not supported the creation of a new primary school in this location?

Answer:

When forecasting for school places, we consider a number of factors including permitted housing developments. The forecast is submitted to the DfE as part of our annual School Capacity (SCAP) return which drives the Basic Need funding allocation in order for the Council to create additional school places.

We are due to update our forecasting this summer (2019). Our forecasting will factor in the pupil yield from the homes being created through the Commonwealth Games Athletes Village.

Our new School Place Planning Requirements document for 2019/20, which is usually published towards the end of the year, will include both primary and secondary place requirements as a result of the additional homes. The document will be an update on the latest School Place Planning Requirements which reflects the change in primary demand and the upcoming need to reduce our primary supply in some areas of the city. In light of this we anticipate any additional demand from the housing development to be able to be met through the expansion of existing schools. If needed we will create new schools.

Please note that any new schools can only be created through the government's Free School route either as a direct 'Application' through the DfE's Waves programme or as a 'Presumption' which is led and funded directly by the Council.

CITY COUNCIL – 2 APRIL 2019

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

“Union Payments”

Question:

For the last 3 years please list all payments made directly to any trade union.

Answer:

List of payments identified as being made directly to Trade Unions through Accounts Payable Vendors.

Unite

No payments Current Financial Year to date

No payments Financial Year 2017/18

£2870 value of payments made in Financial Year 2016/17

Unison

No payments Current Financial Year to date

No payments Financial Year 2017/18

£15000.00 value of payments made in Financial Year 2016/17

National Union Of Teachers

£2580.00 value of payments made in current Financial Year to date

£4140.00 value of payments made in Financial Year 2017/18

£2580.00 value of payments made in Financial Year 2016/17

National Assn Of Head Teachers

£980.00 value of payments made in current Financial Year to date

£3242.00 value of payments made in Financial Year 2017/18

£5434.00 value of payments made in Financial Year 2016/17

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR CHARLOTTE HODIVALA**

“Time off or union meetings”

Question:

What is the policy for time off to attend union arranged meetings during work time?

Answer:

Reasonable time is allowed to attend union meetings in work time and this is agreed in advance between the manager and the trade union.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR SUZANNE WEBB**

“Mortuary Repairs”

Question:

**How much has been spent on repairs to the Birmingham mortuary in each of
the last 6 years?**

Answer:

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Planned Maintenance / Stat Testing	8,059	(3,377)	1,241	455	3,775	(1,670)
Building R&M Routine / Acivico	16,496	22,267	790	1,883	1,227	4,282
Building R&M Emergency / Acivico	2,333	(471)	648	1,147	435	263
Building R&M Departmental	0	513		0	0	29,407
	26,888	18,932	2,679	3,485	5,437	32,282

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR ADAM HIGGS**

“Integrated Water Services”

Question:

**How many properties is IWS contracted to carry out water checks on in
Birmingham?**

Answer:

**They are now required to carry out 4000 water checks to Housing properties from
this financial year onwards.**

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR ADRIAN DELANEY**

“HTA audits”

Question:

**Can you publish the findings of the last 3 audits by the Human Tissue
Authority on the Birmingham Mortuary?**

Answer:

We are aware that all future Human Tissue Authority audits will be published on the HTA website.

Any requests for previous reports which have not been published, should come directly to myself.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR SIMON MORRALL**

“Integrated Water Services 2 ”

Question:

How many properties have IWS invoiced the council for completed water checks?

Answer:

Acivico have been invoiced for 2500 Housing properties in the last financial year.

CITY COUNCIL - 2 APRIL 2019

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

"Burial Fees - Is increase justified"

Question:

Does the Cabinet Member believe the planned 55% increase in some burial fees is justified? A simple yes or no answer will suffice.

Answer:

The question relates to one particular fee in respect of burial charges and this is the cost of our adult interment, which will increase from £681 to £1,054 which is a 55% increase. However, most families who require a burial will purchase an Exclusive Right of Burial with the cost of interment. We have not adjusted the fee for the Exclusive Right of Burial, which remains at £2,247.00. When taken together our price has risen from £2,928 to £3,301 which represents an increase of 12.7%. I realise that this is not insignificant, but it still does not make Birmingham more expensive than some of our neighbouring authorities.

In Birmingham we include in our price permission to erect a memorial on the grave. Some of our neighbouring authorities charge an additional fee for permission. Taking that into account means that in the West Midlands 4 other authorities are more expensive than Birmingham.

	Authority	Total price of burial and plot 2019/20 Prices
1	Walsall	£3,549
2	Dudley	£3,422
3	Solihull	£3,423*
4	Coventry	£3,384
5	Birmingham	£3,301
6	Wolverhampton	£2,962
7	Sandwell	£2,853

* When adding the right to erect a memorial fee which is included within other burial authorities' EROB fees.

It is also worth noting that there we have around 107 different fees and charges which are included in the overall Council's fees and charges for burials and cremations. 13 of these have increased in price; however 94 of them remain unchanged.

The decision to increase burial charges was not taken lightly and I understand that any price increase which affects the cost of burials or cremations is unwelcome. This year we have taken steps to ensure that our fees reflect current rates when compared to other local authorities across all service areas and Birmingham is not the most expensive burial authority in the region.

Whilst many other burial authorities are experiencing issues with a shortage of future burial land, we have made significant capital and revenue investments in land for burial over the last few years, extending our cemeteries in both the North and the South of the city. I refer here to particular developments in Kings Norton, Lodge Hill and Sutton New Hall Cemeteries.

CITY COUNCIL - 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR SOCIAL INCLUSION,
COMMUNITY SAFETY AND EQUALITIES FROM COUNCILLOR MORRIAM JAN**

"Public Space Protection Orders at School Gates"

Question:

Given recent allegations of homophobic language being used outside city schools, has the Cabinet Member considered using Public Space Protection Orders at school gates, as a way of reducing tension in the community and to protect staff and children from inappropriate language?

Answer:

Yes, I have given consideration to the use of Public Space Protection Orders as a means of ensuring the safety of pupils, parents and staff attending the affected schools. However, given the extremely lengthy process involved in applying for and consulting upon the use of a PSPO, I am not convinced that this is the best means of providing the more immediate support and guidance that schools require in the current circumstances.

There are a number of other legal and practical tools available and I have asked that officers work with our colleagues in West Midlands Police to ensure that we take appropriate and robust steps to ensure our schools remain safe spaces where children can learn free from intimidation, prejudice or distress.

CITY COUNCIL - 2 APRIL 2019

WRITTEN QUESTION TO THE CABINET MEMBER FOR SOCIAL INCLUSION,
COMMUNITY SAFETY AND EQUALITIES FROM COUNCILLOR MIKE WARD

"Public Space Protection Order - Reconsider Gay Village and Southside"

Question:

The proposed city centre Public Space Protection Order excluded the Gay Village and Southside (and runs around its edges). Can the Cabinet Member reconsider, given the vulnerability of the clientele using entertainment centres in this area?

Answer:

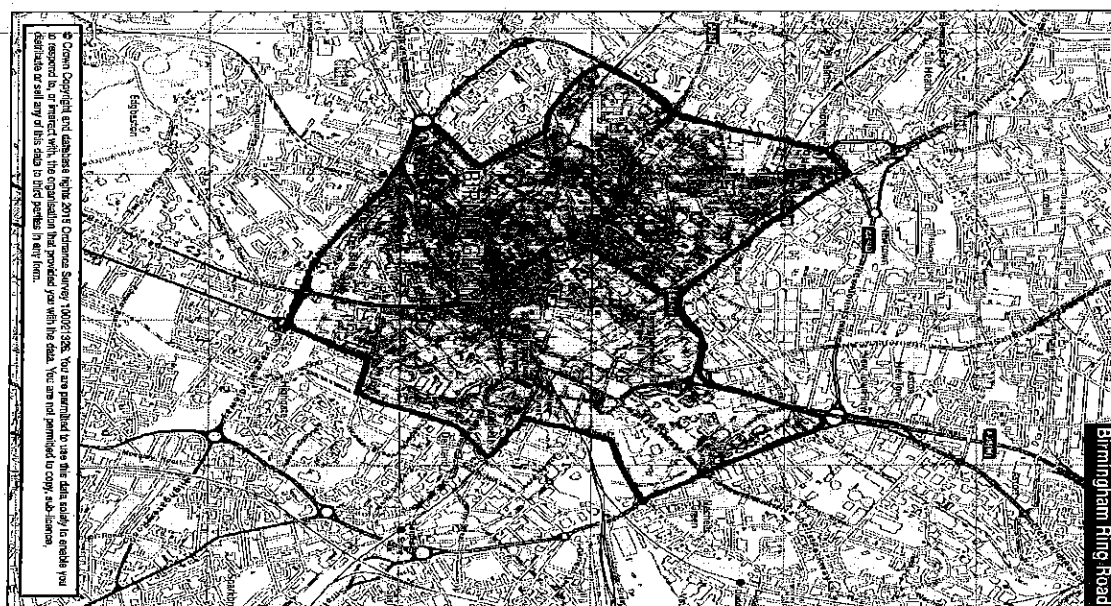
The current Public Space Protection Order for the city centre does include the Gay Village and Southside.

The consultation started on 22 March 2019 and ends on 02 May 2019.

As of 1st April 2019 we have had 510 responses on the consultation 93.4% of which are positive and want the PSPO.

<https://www.birminghambeheard.org.uk/place/birmingham-city-centre-pspo-consultation>

Public Space Protection Order map



CITY COUNCIL - 2 APRIL 2019

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR JON HUNT

"Perry Barr Flyover - X51 Bus Service"

Question:

The X51 bus service contributes to making the A34 corridor one of best public transport routes in the city and is due to be expanded by National Express. How will this service be sustained during the proposed demolition of the Perry Barr flyover from 2020-2021?

Answer:

The delivery of the changes to the highway will result in some disruption to users. The project team will work with Transport for West Midlands to endeavour to keep traffic disruption to a minimum through:

- (i) A phased construction approach
- (ii) Co-ordination of the highway contract with adjoining contracts e.g. Village, Bus Interchange, Rail Station and SPRINT
- (iii) The introduction of a Travel Demand Management strategy to promote wider travel times and mode shift.

The contractor's temporary traffic management proposals for the highway works are subject to approval in accordance with the Council's Traffic Management Protocol process. The temporary traffic management proposals will be developed in discussion with National Express with a view to minimising disruption to bus services.

CITY COUNCIL - 2 APRIL 2019

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

"Demolition of Perry Barr Flyover - Respondents able to change?"

Question:

For a consultation to be meaningful, consultees must be able to change something. When the Cabinet Member consults on his proposed demolition of the Perry Barr flyover, what will respondents be able to change?

Answer:

As set out in the Options Appraisal Report to 12th February 2019 Cabinet, the main components that will be put out to public consultation are:

- (i) Modification of the A34 / A453 Junction including the removal of the flyover
- (ii) The conversion of the A34 / A4040 Birchfield roundabout to traffic signal crossroads junction and provision of public realm
- (iii) The introduction of a cycle track from Heathfield Road to Perry Barr centre
- (iv) The introduction of public realm including bus and cycle provision on the 'stopped up' section of A453 Aldridge Road

The views of consultees will be sought on the above. We would expect the consultees to specifically comment on the pedestrian, cycle and public transport measures, the proposed junction layouts and pedestrian crossing provisions at the junctions. Any changes proposed that may bring benefits will be given further consideration.

CITY COUNCIL - 2 APRIL 2019

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR BABER BAZ

"Average Speed Cameras - Birmingham Lagging"

Question:

Black Country councils have agreed funding with West Midlands Police to install a new round of average speed cameras. Why is Birmingham lagging?

Answer:

Birmingham is not lagging. Together with Solihull Council, Birmingham led the way in piloting Average Speed Enforcement in the West Midlands with a project that commenced in August 2016 seeing cameras installed on five routes in the city. A sixth site (Belgrave Middleway) was introduced in December 2018 following the fatal collision the year before. The current partnership arrangements covering existing camera sites run until 2021, however we are already working with WM Police with regard to further roll-out and how this might be funded.

CITY COUNCIL – 2 APRIL 2019

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

“Expressway and tunnels work staff time”

Question:

During the recent work on the A38 tunnels, what hours (start and finish time) were workers carrying out the work engaged for each day the tunnels were closed?

Answer:

The works were carried out during 26th and 27th Feb. 2019 with closures booked between the hrs of 00:01 and 05:00 on each night.

As a result of unexpected blockages to the drainage system, the closure of the northbound bore of the Holloway Underpass had to be extended to 10:34 hrs on 26th Feb. 2019.

The works scheduled on 27th Feb. 2019 were undertaken between 00:01hrs and 05:00 hrs as planned.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND
THE ENVIRONMENT FROM COUNCILLOR EWAN MACKEY**

“Expressway and tunnels work”

Question:

During the recent work on the A38 tunnels, what hours were they closed for?

Answer:

The works were carried out during 26th and 27th Feb. 2019 with closures booked between the hrs of 00:01 and 05:00 on each night.

As a result of unexpected blockages to the drainage system, the closure of the northbound bore of the Holloway Underpass had to be extended to 10:34 hrs on 26th Feb. 2019.

The works scheduled on 27th Feb. 2019 were undertaken between 00:01hrs and 05:00 hrs as planned.

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CHAIR OF CO-ORDINATING OVERVIEW AND
SCRUTINY COMMITTEE FROM COUNCILLOR PETER FOWLER**

“Timeliness of Scrutiny Reports”

Question:

**In the last 12 months, what percentage of reports to scrutiny have been
published 5 clear working days in advance alongside the agenda?**

Answer:

**In the last 12 months, 89% of reports and presentations to scrutiny have been
published five clear working days in advance of the meeting.**

CITY COUNCIL – 2 APRIL 2019

**WRITTEN QUESTION TO THE CHAIR OF CO-ORDINATING OVERVIEW AND
SCRUTINY COMMITTEE FROM COUNCILLOR DAVID PEARS**

“Scrutiny Reports”

Question:

In the last 12 months, what percentage of scrutiny agenda items have been taken as ‘verbal updates’ or presentations rather than as a report published in advance?

Answer:

In the last 12 months, 7% of scrutiny items have been taken as verbal updates or presentations on the day rather than as a report or presentation published in advance.

CITY COUNCIL - 2 APRIL 2019

**WRITTEN QUESTION TO THE CHAIR OF PLANNING COMMITTEE FROM
COUNCILLOR ZAKER CHOUDHRY**

"Planning Permissions - Community Infrastructure Levy"

Question:

How much has been allocated to community infrastructure levy through planning permissions awarded in the last 12 months?

Answer:

From 01 April 2018 to date (27 March 2019), £2,728,144 has been received in CIL payments.

CITY COUNCIL - 2 APRIL 2019

**WRITTEN QUESTION TO THE CHAIR OF RESOURCES OVERVIEW AND
SCRUTINY COMMITTEE FROM COUNCILLOR MORRIAM JAN**

"Perry Barr road layout changes - value for money"

Question:

Has the Scrutiny Chair been able to satisfy himself that the £27 million capital costs of the Perry Barr road layout changes, linked to the Commonwealth Games, represent value for money for the city and its citizens, noting the potential disruption caused by the proposal to remove the A34 through route access provided by the Perry Barr flyover?

Answer:

In accordance with the Council's gateway and financial approval framework, a Full Business Case will be presented for executive decision upon completion of the planned public consultation exercise for the A34 highway proposals. The Resources Overview and Scrutiny Committee will consider this report and the associated value for money case at the appropriate time in accordance with the Council's governance processes.

CITY COUNCIL - 2 APRIL 2019

**WRITTEN QUESTION TO THE CHAIR OF SUSTAINABILITY AND TRANSPORT
OVERVIEW AND SCRUTINY COMMITTEE FROM COUNCILLOR MORRIAM JAN**

"Maintain X51 Service - Demolition of Perry Barr Flyover"

Question:

Given that National Express continue to invest in the successful X51 service on the A34 corridor, has the Chair been able to satisfy herself how this will be maintained as a popular, timely and reliable service during the proposed demolition of the Perry Barr flyover?

Answer:

I am satisfied that the plans for the Perry Barr highways infrastructure improvements, including the demolition of the flyover, include robust arrangements for communication and partnership working with National Express to minimise any disruption to the X51 route and ensure that passengers continue to enjoy a reliable service. As agreed at the Call In meeting on 22 February 2019, the Sustainability and Transport Overview and Scrutiny Committee will monitor the consultation on the Perry Barr highways infrastructure improvements and receive regular updates.

CITY COUNCIL - 2 APRIL 2019

**WRITTEN QUESTION TO THE CHAIR OF SUSTAINABILITY AND TRANSPORT
OVERVIEW AND SCRUTINY COMMITTEE FROM COUNCILLOR JON HUNT**

"Perry Barr Flyover - Meaningful Consultation over Demolition"

Question:

Is the Chair satisfied that the City Council proposes a meaningful consultation over the demolition of the Perry Barr flyover, given that this is hotly contested by the local community and local businesses?

Answer:

Following the call-in meeting of 22 February 2019, as Chair of the Sustainability and Transport Overview and Scrutiny Committee I agreed to write to the Cabinet Member for Transport and Environment setting out the committee's expectations for the conduct of the consultation on the Perry Barr highways infrastructure improvements, including the demolition of the flyover. The letter and the draft consultation plans have been shared with Cllrs Hunt and Jan as the ward councillors, and Cllr Hunt has already provided useful comments in response.

The Cabinet Member and his officers have responded positively to the committee's letter. Therefore I am confident that a meaningful consultation will be carried out with affected residents, businesses and elected representatives (cllrs and MPs), and that their feedback will be responded to appropriately. My committee will be reviewing the consultation as it is rolled out and receiving regular updates.

CITY COUNCIL - 2 APRIL 2019

WRITTEN QUESTION TO THE LEAD MEMBER FOR THE TRANSPORT DELIVERY COMMITTEE FROM COUNCILLOR MORRIAM JAN

"Transport Delivery Committee Walkabout - Perry Barr - no local Ward Members"

Question:

I understand the TDC had a walkabout in Perry Barr at some point in the last 12 months. Could the Lead Member indicate why it clearly considered there was no benefit in inviting local ward members to participate?

Answer:

The Transport Delivery Committee, a sub-committee of the WMCA, has organised visits for our members to various sites in the West Midlands in the last few years.

In response to early information and artist's impressions presented at a Transport Delivery Committee for the refurbishment of two rail stations in Birmingham, we visited University Station and Perry Barr Station on 27 November, 2018.

We invited members of the BCC Sustainability and Transport Overview and Scrutiny Committee, as they, too, had recently looked at the ideas for the two stations at their committee meeting. Chair, Cllr. Liz Clements, attended the visits on 27 November with some TDC members.

Our focus was on the stations themselves- the emerging plans, access for passengers, site restrictions etc. There was no 'walkabout' in Perry Barr.

We continue to monitor and offer advice on the development of these important capital projects and many others in the West Midlands.

Once much firmer plans for Perry Barr and University Stations are available, there will be public consultation as has happened recently with Hazelwell, Kings Heath and Moseley Stations. This will include briefings with ward councillors. The plans will also go through the usual Planning Application process.

CITY COUNCIL - 2 APRIL 2019

WRITTEN QUESTION TO THE LEAD MEMBER FOR THE TRANSPORT DELIVERY COMMITTEE FROM COUNCILLOR ZAKER CHOUDHRY

"SRAs and Other Benefits - Members Transport Delivery Committee"

Question:

Could the Lead Member set out the SRAs and other benefits received by City Council Members of the Transport Delivery Committee, setting out their monetary value?

Answer:

Members of the West Midlands Combined Authority's Transport Delivery Committee receive Basic and Special Responsibility Allowances in accordance with the WMCA's scheme of allowances, agreed at its inception in June 2016.

Birmingham City Council appoints seven members to represent it on the Transport Delivery Committee. For 2018/19, these are Councillors Robert Alden, Philip Davis, Mohammed Fazal, Kath Hartley, Timothy Huxtable, Chaman Lal and Keith Linnecor. Each of these members receives a Basic Allowance of £4,060 per year.

In addition, a number of Special Responsibility Allowances are paid for members taking on additional responsibilities. In respect of Birmingham city councillors, for 2018/19 these are:

-
- Councillor Philip Davis - Lead Member for Air Quality, Congestion & Environmental Sustainability (£5,491)
 - Councillor Kath Hartley - Chair and Lead Member for Putting Passengers First (£16,467)
 - Councillor Timothy Huxtable - Minority Vice-Chair and Lead Member for Sprint (£8,191)

All members of Transport Delivery Committee also receive a Swift travel card whilst they are members of the committee, which allows for travel on bus, rail and Metro services throughout the WMCA area in recognition of the responsibility they have in considering matters related to public transport provision in the region.

