

BIRMINGHAM CITY COUNCIL

BIRMINGHAM ECONOMY, SKILLS AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE 13 NOVEMBER 2015

**MINUTES OF A MEETING OF THE BIRMINGHAM ECONOMY, SKILLS AND
SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE HELD ON FRIDAY,
13 NOVEMBER 2015 AT 1000 HOURS IN COMMITTEE ROOMS 3&4, COUNCIL
HOUSE, BIRMINGHAM**

PRESENT: - Councillor Quinn in the Chair;

Councillors Barrie, Hughes, Huxtable, Islam, Jenkins, Jones, O'Shea,
Rehman and Spencer

ALSO PRESENT

Councillor Ian Ward - Deputy Leader of the City Council
Councillor Tahir Ali – Cabinet Member for Development, Transport and the
Economy
Baseema Begum - Research & Policy Officer
John Blakemore - Director, Highways & Resilience
Nick Grayson - Climate Change and Sustainability Manager
Kevin Hicks - Traffic Manager, Place
Steve Hollingworth - Assistant Director, Place
Anne Shaw - Head of Transportation Services
Errol Wilson – Committee Manager
Benita Wishart - Overview and Scrutiny Manager

NOTICE OF RECORDING

31

The Chairman advised and it was noted that this meeting would be webcast for live or subsequent broadcast via the Council's Internet site (www.birminghamnewsroom.com) and that members of the press/public may record and take photographs.

The whole of the meeting would be filmed except where there were confidential or exempt items.

APOLOGIES

- 32 Apologies for non-attendance were submitted on behalf of Councillors Badley and Evans.
-

MINUTES

The following amendments were noted: -

Minute No. 18

Page 22, paragraph xvii, the first sentence “... *the disposal of fixed assets by Centro ...*” should read “... *the disposal of fixed assets by Birmingham City Council and Centro ...*”

Page 23, paragraph xviii “... *Camp Hill Cords*” should be spelt “... *Camp Hill Chords*”. The last sentence in paragraph xix “*The ITA had little influence over the network that serves the West Midlands*” should read “*The ITA had limited ability to exert influence over the network that serves the West Midlands*”.

Page 29, paragraph 3, first sentence “*Mr Biddle stated that he had grated from ...*” should read “*Mr Biddle stated that he had graduated from ...*”

Page 32 first sentence should read “Councillor O’Shea declared his non-pecuniary interest as a member for Acocks Green BID. He added that the BIDs themselves needed some clarity on where things stand at the moment and the immediate future”.

- 33 **RESOLVED: -**

That, subject to the inclusion of the amendments, the minutes of the meetings held on the 16 October 2015, and the 23 October 2015 having been previously circulated, were confirmed and signed by the Chairman.

ROCKEFELLER 100 RESILIENT CITIES CHALLENGE APPLICATION AND INTEGRATED AGENDA

- 33 Nick Grayson, Climate Change and Sustainability Manager presented the item and advised that there was a broader context that needed to be shared. He highlighted the following: -

- ❖ This was an international competition and the closing date was the 24 November 2015. The Rockefeller Foundation celebrated its centenary in 2013. In 1913, Rockefeller noted that the 19th century energy resource was coal and the 20th century was about a new substance. He formed a company called Standard Oil and the initials SO was still something they were living with.

- ❖ In 2013, they decided from their investment portfolio to dis-invest in fossil fuel which was a significant step and they set aside \$100m to set up an international competition and had looked to attract 100 cities around the world to address what they termed a *Resilient Agenda*.
- ❖ The driver for this was a response to climate change, in that climate change was brought into people's mind set by 2013.
- ❖ Their definition of resilience was not the same as ours under the Civil Contingencies Act in relation to emergency planning, it includes that, but their definition was much broader and would a few years ago carry the title sustainable.
- ❖ In 2013, the competition was launched which was highly competitive as there was 300 – 400 cities applying each year. There was no cost to the application and the offer from the Rockefeller Foundation was for them to support a resilient officer within this authority for a period of 3 years.
- ❖ The Foundation had created a partnership - a consortium with private sector partners that brings an offer in kind to help construct a resilient plan for the city over a 6 - 9 month period.
- ❖ There did not seem to be many downsides to the application process. It was discussed at the City's Green Commission and Councillor Lisa Trickett; Cabinet Member for Sustainability was keen that an application was submitted this year.
- ❖ This year was the final year for applications as they had established 67 cities around the world. Within the UK, Bristol, London and Glasgow, their applications had been previously successful.
- ❖ The nature of the competition was global and it was the aspiration of the Foundation to establish a network of 100 cities, but represent them in a weighting of around 60% developing countries and 40% First World countries to try and react to those areas that were at greatest threat and perhaps in need of the greatest support.
- ❖ Some of the titles and questions within the application form reflect that global geography and global language.
- ❖ The process was simply that it was an application form and it was pre-temised and there was not much scope for introducing a lot of information and was a framework against which the City could assess where it was now and where it might want to be in the near future.
- ❖ There was a straightforward competition, but the additional attractiveness of this was the timing for Birmingham simply because even though the odds of winning were long, the process could represent a useful process for the City to go through to consider a broad set of agenda items which fits the application process and which might inform their future

considerations in the near term as part of the Change agenda within the City.

Mr Grayson then drew the Committee's attention to the information in the application.

(See documents No 1)

In response to questions, the following were amongst the points made:-

- a. Mr Grayson noted Councillor Huxtable's comments concerning the 4 stresses listed in the application form and stated that over the process of completing the application form; virtually all of the stresses had been examined, if not selected. There had been a wide debate and air quality was one of those that were promoted widely. There had been some in-depth discussions with Mark Wolstencroft and the air quality team and specifically where they ended up with the recommendations around transport and mobility, the essence of the problem relates to the transport community and the transport emissions.
- b. It was felt that in terms of doing something to change it, that would come through the transport element rather than highlighting air quality in its own right accepting the fact that it was a major issue internationally.
- c. On the skills agenda it was heavily promoted and where they ended up was highlighting and responding to this call from the President of the competition specifically looking at youth unemployment and this was something that had been approached through a collective approach in Birmingham.
- d. The Youth Employment Initiative was one of the things that were being highlighted in the submission which then brings in the interaction between the whole skills agenda and the wider educational base and the job market. The point was taken that a lot of these measures were nothing more than a judgment call at the end of the day. It had been a process of in and out and circular discussion and was the reason they ended up where they were.

(Councillor Spencer declared her non-pecuniary interest at this point as she stated that she working for an EU Climate Change Project).

- e. The item was constrained to the application process, but the broader discussions had highlighted the fact that the process of undertaking this assessment in itself had highlighted many of the issues raised in terms of fuel poverty, air quality etc. Not only had it highlighted them in isolation, but highlighted the need to link them together as the solutions to the issues were not singular.
- f. Where they wanted to take this from here was that there was a pressing timeline in terms of submitting the application, but the first part of the process – the on-going process of change was to use this information as part of that discussion in the decision making process so that it adds weight to the wider deliberations about the importance of these being joined up.

- g. Adrian Philips, Director of Public Health and team was involved in this process with the Air Quality team and other teams, but it could not produce an answer for everything. Part of the competition ambition was to make a case for the City. In relation to this, it was important to see what London, Glasgow and Bristol had highlighted and not to repeat the same thing which could discount Birmingham from being successful.
- h. The application form and process was far from helpful, but from their point of view they were trying to construct something that works at a global level. In terms of the form and the decisions made, it was stressed that these were not Mr Grayson's decisions. The process had been that it was widely circulated with an integrated Council departments and external partners. A lot of people who had seen this had commented on it and discussed it and this was the reason why they had ended up where they had ended up.
- i. Many of the points raised by this Committee had also been raised and had been debated and discussed. It was more a process of collaboration rather than a pet interest. As a process, it was interesting and useful because when you started speaking to all the different areas, they recognised some of these linkages and the difficulties they had at present was covering some of their existing problems within the confines that they were. The idea of having some crossover connectivity was in principle seen as useful.

The Chairman thanked Nick Grayson on behalf of the Committee for attending the meeting and presenting the information. She wished the City every success in the presentation of its bid.

HIGHWAYS CHALLENGES AROUND MAJOR CITY EVENTS

34 Councillor Ian Ward, Deputy Leader; Councillor Tahir Ali, Cabinet Member for Development, Transport and the Economy; John Blakemore, Director, Highways & Resilience; Anne Shaw, Head of Transportation Services; Kevin Hicks, Traffic Manager, Place; and Steve Hollingworth, Assistant Director, Place attended for the item.

(See documents No 2)

Councillor Ian Ward, Deputy Leader made the following comments: -

1. Councillor Ward noted the Chairman's comment concerning the Paradise Circus development work and stated that it was a notable achievement for the City as it was £0.5b of work and was important for the future of the City. He advised that he had been in touch with the Business Improvement District for the past 12 months concerning arrangements around Paradise redevelopment. The message that came across clearly from all the BID Chairs was not to be negative, but to be positive about the development as it was important for the City and this was the message they were putting out.
2. Similarly, with the Frankfurt Market, it should not be forgotten that in having to make arrangement so that they could accommodate both the Frankfurt Market

and the Craft Market, this was the time of the year that was the traditional opening of Christmas for many people in the City. The Market attracts 5.5 million people into the City Centre and last year it created an economic benefit of some £400m for retailers, café's, bars, restaurants and hotels in the City. Hotels last year across the five week period had an occupancy rate of 84%. This was an important time of year for the City and retailers, hotels, bars and café's etc. that operates in the City Centre.

3. Reference was made to *Super September* when they had the Rugby World Cup and coincided with this was the big weekend of events in the City Centre. A lot of people came into the City Centre from across the country and around the world. A clear message had been put out that people should use public transport to come in and out of the City and this was very effective across that weekend. There was a similar message that people should come by public transport into the City Centre over the five weeks that the Frankfurt Market and Craft Market were in situ, the same level that was adopted for the *Super September* weekend and he was confident that people would heed those messages.
4. Regarding the arrangements for the markets, when the decision was made to locate the Craft Market entirely within Centenary Square alongside the Ice Rink and the Big Wheel, the original plans were that there would be a second pedestrian route that would go alongside the Conservatoire and come out where the former Whatostic Shop was. It would be impossible to have a one-way system. As the demolition work of the old library began, it was inevitable with buildings of this age, that people carrying out this work had discovered additional problems and it was proven in the event not possible to put the second pedestrian route in.
5. Arrangements had been made with regard to Fletchers Walk, particularly on the 14 December 2015, when the road would still be open to have marshals at the crossing point to go over the crossing near to the Town Hall. The Fletchers Walk pedestrian route was well signposted and all of these plans were now being circulated on the City Councils website. There would be stewarding both at the crossing point next to the Town Hall and next to the set of steps that had been put in for people to go on the bridge that would give them access into Centenary Square.
6. A one-way system would operate at times of peak through Fletchers Walk and would be marshalled. The route through Fletchers Walk goes underneath the road and then there was a one-way walking system to take people down one side of Broad Street. The first set of pedestrian lights would be turned off and people would not be able to cross at the first set of pedestrian lights as the space in the middle of the road was too restricted. They would be taken down to the second set of pedestrian lights by the House of Sport which would be the crossing point over Broad Street and into Centenary Square. The one-way system mapped out on the sheet was to ensure that they had safety as the paramount consideration for pedestrians who wish to come across through Fletchers Walk and into Centenary Square and the opposite direction.

7. The arrangements had the agreement of the Police. There had been some concerns initially from National Express West Midlands, but they had written to Peter Coates, Managing Director, National Express concerning the likely impact on buses and bus stops if the bottom end of Broad Street was closed. The bottom end of Broad Street would remain open for buses, taxis and cyclists as well as pedestrians.

Councillor Tahir Ali, Cabinet Member for Development, Transport and the Economy made the following statements as to his understanding of the issues as it relates to Paradise Forum and the Craft Market: -

- i. He expressed concerns regarding Paradise Forum particularly the way it became congested with pedestrians on the weekends given the success of the German markets. Paradise development was due to start this year; it was mid-year last year that he had raised the issue that when Paradise works was being done, they had to look at alternatives. This was raised with a senior officer of the Council who had assured him that everything would happen from the Town Hall downwards and if need be they could open up High Street and if this was not sufficient. They were asked to look at East Side as a potential location to bring the Digbeth economy into it also.
- ii. Councillor Ali advised that he expressed alarm when John Blakemore, Director, Highways & Resilience came to him 4 weeks ago requesting the closure of Broad Street on the basis that the Police had raised serious safety issues concerning the visitors that would be walking through Fletchers Walk onto Broad Street potentially into traffic to visit the Craft Market. He reiterated that he was given assurances that the Craft Market would not be there this year and by any means, he did not think that this would be possible in the next 12 months.
- iii. He stated that he was not prepared to close Broad Street as a result of the dire traffic conditions this would cause and that closure of Broad Street could potentially put 90 buses per hour onto Newhall Street which was already congested. Colmore Business Improvement District (BID) would not be happy with this; the access to John Lewis store would be restricted and this was not a solution he would be happy with. He reiterated that he further questioned why the Craft Market could not be moved and that this was the time to do so if they were going to limit some of the impact on Broad Street.
- iv. Councillor Ali stated that he was advised that this was contractual obligations, but despite numerous requests, he was unable to get the document that sets out the contractual obligations that the City Council had entered into which was a disappointment. At one point, he had to involve the Strategic Director in the situation as he did not get a response to the request for more than 7 days.
- v. One of the fundamental problems was the success of *Super September* as they knew about it and there was 6 months of planning. Councillor Ali reiterated that he was not aware that the Craft Market would be located in Centenary Square this year despite being given assurances that they would look at alternatives. He added that the decision was novel and that it had to

be remembered that to mitigate the impact on Broad Street was a direct result of one department of the Council not speaking to the other and this had to stop. Silo working had to stop in this authority, otherwise they would be in a mess and they were playing game from one department to another as to whose fault this was.

- vi. Members were not briefed and had no discussion or engagement of what the impact of this could be, given that it had been 3 years since he had been talking to the BID concerning the impact of Paradise Forum. A lot of work had gone in to ensuring that this issue was resolved by officers working behind the scene when that work was not necessary.

At this juncture, the Chairman expressed her concern at the apparent difference of opinion between the two Cabinet Members who had attended the meeting. They came to account to this Committee on behalf of the Executive and were surprised they were not speaking with one voice.

The Chairman made reference to the contractual obligations and paid tribute to all the people involved in the Craft Market and stated that this Committee was in no way criticising them as stallholders for having their Craft Market in that place. This was not about them; it was about a contract agreed by the Executive which did not appear to have anticipated the problem that arose.

- vii. Councillor Ali stated that 4 to 5 weeks ago the decision was made by the Police on the grounds of safety. In terms of the issue on Holloway Circus they tried to address this by closing off Ladywell Walk and putting traffic onto Thorp Street. This had worked well for *Super September* and this Christmas would see the impact of this in terms of the traffic congestion they get. This was recognised as getting traffic to travel down Ladywell Walk and going along Thorp Street then on to Bristol Street was working at present.
- viii. There were issues that were raised regarding the frequency/timing of the traffic lights at the McDonald Junction, Islington Row, but this had been addressed and was being monitored this week and had been working well. Concerning the specific bus service, all the bus operators had signed up to the change of route and were comfortable with that agreement. In relation to Bridge Street, this was now being used differently to what it used to be used as. Not only did they get cars coming up passed the Mail Box and then turning left onto Holiday Street, but some had carried on onto Granville Street, whilst a number of them cut across Bridge Street.
- ix. With regard to pedestrians and their safety, this was one that officers were looking at in terms of what measures could be taken in terms of road design to ensure that vehicles slowed down so that pedestrians safety was better improved.
- x. Concerning coach travel, the coaches that would come into the City Centre would drop off passengers at Brunel Street. The Coach Park was located at Bloomsbury Street. This arrangement was the same as previous years, it worked quite well and there was no reason why it should not work again.

Anne Shaw, Head of Transportation Services made the following statements: -

- For clarification, the plan that was referred to that was circulated around staff and people occupying the Council House, was done by an internal colleague who had picked up a plan from previous information. Communication started last week where they did an all Member briefing and they also did an all employee briefing at the Council House.
- External communication started this week and was built on the previous communications that they had around the works that were on-going at Paradise Circus. What they had seen was the changes to the pedestrian routes that had happened a week or so ago and this weekend would see changes to the traffic route. They were at the transitions stage as to where they were with the traffic.
- As well as the information being embedded onto the City Council's website, there was also information about bus services and other ways in which to travel on the West Midlands, Centro and National Express websites and all other partners' websites who were also dealing with this. They had made use of the social media platform through twitter and Facebook accounts for all of those parties and were working closely with all colleagues who were sitting around the table both operators Centro and others as well. Pete Bond, Bus Manager, Centro had offered to attend the meeting today and had been working closely with them and National Express to organise those bus routes.

The Deputy Leader, Councillor Ian Ward made the following statements: -

- a. He expressed surprise concerning the comments regarding silo working and advised that this was not his understanding of what was taking place. He stated that he had spoken with Mr Blakemore concerning the issue who had assured him that there had been close working with the Highways Department, Police, Events Team, National Express and Centro over a number of weeks about arrangement concerning the road closure around Paradise Circus and the installation of the German Market, the Craft Market, the Ice Rink and Big Wheel in Centenary Square.
- b. This was a dynamic situation and close working would continue for the duration until the New Year. Councillor Ward advised that in relation to his earlier comments regarding the adoption of the same model, he was not referring to the Frankfurt Market or the Craft Market, but was referring to adopting the same model for communicating that people should arrive as far as possible into the City Centre by public transport. The model he was referring to was the one used for *Super September* weekend. The model used for the Frankfurt Market and the Craft Market had altered as there was less space available this year than in previous years. There had been a reduction in the number of stalls.
- c. The decision whether the Craft Market could be located in Centenary Square was taken (and this was an important point for everybody to be clear on). The original plan for a second pedestrian route through Paradise Circus along Sir Adrian Boult Hall coming out where the Woktastic Restaurant used to be

located. When the decision was taken for two pedestrian routes, as the developer got into the work on the site, it was discovered that although they thought two pedestrian routes could be achieved, they discovered there were complications, which meant that the second pedestrian route could now not be put in.

- d. This was post the decision concerning the location of the Craft Market, the Ice Rink and the Big Wheel. They then had to pick up matters, and try to come up with a solution, bearing in mind that there was limited road space and limited pedestrian space so the Police, officers in Highways, officers in Events Team, Centro, National Express Team and Peter Couch had been in touch with him on a number of occasions had all been working closely to come up with a solution to this. The Deputy Leader advised that he would not defend communications as this was one of the areas the City Council needed to improve both internally and externally. As already been pointed out, this was a recommendation of Sir Bob Kerslake review.
- e. It was not until 5 – 6 weeks ago that the Police raised with officers of the Council, their concerns around pedestrian safety. The emphasis from the Events Team, Highways and everyone involved in the cross-working that had been involved to come up with a solution was to ensure that they were locked down on pedestrian safety. This was the right thing to do which probably explains why some of the communications to the Members etc. might be considered to be late. He did not believe that anybody was doing anything other than working hard to ensure that all of the arrangements over the next 5 weeks work as conveniently as they possibly could and that everyone, cyclists, pedestrians and motorists were kept safe during that period.
- f. One of the issues with the second set of steps that was proposed was that the ratio of those steps were steep, but they could not do anything about the geography of the layout. Those steps would be closely marshalled in order to ensure the safety of pedestrians using them. The lift that was placed in there was the responsibility of the contractor and the City Council did not have control over that lift the same way as they did the steps. They were originally assured by the contractors that the lifts would be operational today, but this was unfortunately not going to be the case as the contractor was now saying that the lift would be operational for Monday. He urged Mr Blakemore and colleagues to continue to talk to the contractors to bring this forward if possible.
- g. The Deputy Leader noted Councillor Hughes' comment concerning the Marshalls/Ambassadors and stated that a lot of hard work had gone into the volunteering and marshalling of *Super September* weekend. Everyone was briefed fully about the arrangements as that weekend included the opening of Grand Central Shopping Centre and the refurbishment of New Street Station. He agreed that an excellent job was done by all the people who volunteered across that weekend and they should be congratulated.
- h. In terms of major events and alcohol – the whole area covered by the markets was an alcohol restricted zone and the people who were working in that area and marshalling it had instructions not to allow alcohol to be taken out of the

area. As people going into the railway station anyone taking drinks into the station would have those drinks taken off them was his understand of the way things worked. It was not a good idea for anyone to be taking alcohol onto public transport and they would ensure that over the next 5 weeks this message was clearly communicated.

- i. A clear understanding of the timing was needed concerning the decisions to locate the Markets and the belief at the time that there would be two pedestrian accesses in and out of the Paradise area and the fact that this subsequently was not possible due to complications in taking down those buildings, that was where they were at and they were working hard to resolve the matter.

Mr Blakemore stated that the City and in particular the City Centre was going through an unprecedented change of which all officers and Members had responded to. They were working with the key partners, bus operators, Centro, developers, Police and the BIDs and they wished to ensure safety and keep traffic moving, particularly buses, whilst enabling the City to continue on both its economic success as well as holding all these key events which gives the City the feel good factor. They were working in collaboration; had learnt from the *Super September* weekend and he thanked Members for the recognition. In learning from this, if anything, was the multi-disciplinary working that had led them to have the confidence to be doing all these things in what was a consolidated period of time which, in essence, shows and looked to see a successful City.

Ms Shaw highlighted the following: -

- ✓ In terms of communication, there were a number of challenges that they had been planning for and they were working closely with all their partners to get to where they had everything sorted to make people safe, how buses were going to be moving; what diversions there may be and the changes to the road network.
- ✓ This meant that the communication plan was drafted and had been waiting for absolute confirmation for all these changes. There was no point in communicating to people changes that then did not occur. The plans that had gone out and the information pack that was circulated at the meeting, was a copy of what was on the Birmingham Connected website. The Birmingham Connected website was communicated both internally and externally and had been available for that period of time to the Members. They continue to work with colleagues.
- ✓ There had been constant social media messaging from National Express West Midlands, the developers in terms of the changes that were coming and this information was being retweeted. They had some statistics of the reach that they had from the communication plan that they got and advert would be going out on radios to reach over 400,000 listeners over the period.
- ✓ In terms of twitter and Facebook had a reach of over 50,000 people who will receive that message including the City Council's own newsroom who reaches over 43,000 people. 50,000 leaflets had been posted out with 15,000

door-to-door drops impacted neighbourhoods in and around the City Centre with 8,000 going to motorway services. There were 1,000 bespoke leaflets to Paradise Circus car park users so they could inform people of what the changes were to the road network so that they could use alternative arrangements.

- ✓ With regard to the BCC channels, the Forward magazine that was published by the City reaches over 440,000 households. These went out this week. In the Birmingham Bulletin that goes out to over 75,000 people, this information would be reiterated.

Mr Hollingworth made the following comments: -

- They had been discussing the Paradise development since last year with the Police, Highways, Carillion and everyone involved in that project. First and foremost they had to inform their colleagues from Frankfurt of what the impact would be on them and they needed to have this information this time last year.
- Once it was established that there would be no impact on them, they then looked at the Craft market and as the Deputy Leader had pointed out, they needed to know what was happening through Paradise Forum and they were assured that there would be another pedestrian route larger than the current doors on the old Paradise Forum which was a pinch point they had to manage each year.
- Based on this knowledge they went ahead and planned the Craft Market because those craft stall holders needed to know early in the New Year. They were always oversubscribed by 3 to 1, because if they were not successful and $\frac{2}{3}$ were not, they needed to get somewhere else in the country as this was their livelihood. They needed some early decisions and based on this they made the decision to locate the Craft market again on Centenary Square.
- The major event was Christmas and not the Craft Market. The Craft Market was there to feed off footfall coming from the Repertory Theatre, Symphony Hall, Barclay Card Arena and it was known from working on the ground, that on a Saturday they had to put one-way systems on from 1300 hours as a result of the matinee at the Repertory Theatre finishing at 1600 hours, people then attended the Repertory Theatre at 1900 hours, Symphony Hall and Barclay Card Arena.
- This was the *'wave and surge'* they had to deal with on the weekend and was the reason it was important to have another route once they learnt of the issue concerning Paradise Forum as this was a massive project, very dynamic and things do change. Once they had learnt this, they had to look at other routes and work closely with Carillion, Highways, Planning and everyone around the table as one team and the Police who sit on the Safety Advisory Group from February 2015 every month planning this Market and the pedestrian routes. They work as one team to ensure that they got this right for the pedestrians of Birmingham and the City's visitors to boost the economy and the impact it had throughout the Christmas period.

The Chairman thanked the Deputy Leader, Councillor Ian Ward, Councillor Tahir Ali, John Blakemore, Kevin Hicks, Anne Shaw and Steve Hollingworth for attending the meeting and presenting the information.

**WORK PROGRAMME FOR THE ECONOMY, SKILLS AND SUSTAINABILITY
OVERVIEW AND SCRUTINY COMMITTEE 2015/2016**

The following work programme was submitted:-

(See document No 4)

The Chairman advised that they had to reschedule the waste resource item to the next meeting on the 11 December 2015. In addition to this, Councillor Huxtable two meetings ago had requested that the Business Improvement District (BID) come back to this Committee, something that they had an interest expressed from the Deputy Leader, Councillor Ian Ward and Councillor Tahir Ali, Cabinet Member, for Development, Transport and the Economy to come back and address the Committee before the end of the year in terms of their on-going discussions with the BID.

The Chairman proposed that rather than scheduling an additional meeting into the existing programme, they kept to the December meeting and includes the BID alongside waste.

Councillor Huxtable stated that he was happy for this, but that it seemed to be a big agenda for the 11 December's meeting. He enquired how long the meeting would last considering there were already 4 items mentioned in the work programme and the BID would be a 5th item for the agenda for that meeting.

Following consideration, the Committee agreed that the BID item be included on the agenda for December's Committee and that the Skills Investment Plan item be moved to the 15 January 2016 Committee

35 **RESOLVED:-**

That the work programme be noted.

**REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS
RECEIVED (IF ANY)**

36 The Chairman advised that there had been no requests for call in/councillor call for action/petitions received.

OTHER URGENT BUSINESS

37 Councillor Huxtable made reference to the Forward Plan Decisions and expressed concerns that the Transportation and Highways Capital programme for 2015/2016 which was the money that was available to spend from April 2015, a decision on this

was still not proposed before Cabinet until the 8 December 2015. He remarked that this appeared to be poor planning as the decision should have been taken by Cabinet much earlier on in the year for the 2015/2016 financial year, which they were over half way through. He added that he did not understand the delay in bringing forward the capital programme, knowing that they needed to invest a significant amount of money into capital transport infrastructure not only this year but in forthcoming years.

The Chairman thanked Councillor Huxtable for bringing to the Committee's attention the importance of the Forward Plan and the importance for all Members to bring their attention to it. She advised that to her knowledge to date nothing had hit the system or had been brought to her attention as the relevant Scrutiny Chairman to be approved or consulted. She noted the points that had been made and undertook to informally pass these onto the Cabinet Member. However, there was contextualisation which may have accounted for the slippage around transportation and infrastructure which was everything within the title of that report which was not just from 2015/2016, but from 2017/2018, which was a much longer budgetary period. Perhaps in this instance could account for the slippage.

AUTHORITY TO CHAIRMAN AND OFFICERS

38

RESOLVED:-

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

The meeting ended at 1305 hours.

.....
CHAIRMAN