

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

BIRMINGHAM CITY COUNCIL

ECONOMY, SKILLS AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE

FRIDAY, 11 DECEMBER 2015 AT 10:00 HOURS
IN COMMITTEE ROOMS 3 & 4, COUNCIL HOUSE, VICTORIA SQUARE, BIRMINGHAM, B1 1BB

A G E N D A

1 **NOTICE OF RECORDING**

The Chairman to advise the meeting to note that this meeting will be webcast for live and 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 will be filmed except where there are confidential or exempt items.

2 **APOLOGIES**

3 **MINUTES**

3 - 16

To confirm and sign the Minutes of the meeting held on the 13 November 2015.

4 **CABINET MEMBER FOR SUSTAINABILITY**

17 - 26

Councillor Lisa Trickett, Cabinet Member.

5 **TRACKING REPORT FOR FROM WASTE TO RESOURCE**

27 - 38

Jacqui Kennedy, Acting Strategic Director for Place and Chloe Tringham, Head of Fleet and Waste Management

6 **TRACKING REPORT FOR HOUSEHOLD RECYCLING CENTRES**

39 - 54

Chloe Tringham, Head of Fleet and Waste Management

7 **BUSINESS IMPROVEMENT DISTRICT**

Paul Faulkner, Chief Executive, Birmingham Chambers of Commerce and Sharon Freedman, Assistant Director, Regeneration

55 - 60

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

To note the Work Programme

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

To consider any request for call in/councillor call for action/petitions (if received).

10 **OTHER URGENT BUSINESS**

To consider any items of business by reason of special circumstances (to be specified) that in the opinion of the Chairman are matters of urgency.

11 **AUTHORITY TO CHAIRMAN AND OFFICERS**

Chairman to move:-

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

PRIVATE AGENDA

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

Report/Briefing to	Economy, Skills and Sustainability Overview and Scrutiny Committee
From	Cabinet Member for Sustainability, Councillor Lisa Trickett
Date	Friday 11th December 2015
Subject	Sustainability Portfolio
Contact officer	Simeon Whittingham, 675 9926

1. Purpose of briefing

The briefing provides an update to the Economy, Skills and Sustainability Overview and Scrutiny Committee on the progress of work within the Sustainability portfolio.

2. Scope of the report

The report focuses on areas of the Sustainability portfolio that are not currently being tracked by the Scrutiny Committee, including:

- Green Living Spaces
- Birmingham Cycle Revolution
- Making Birmingham Greener
- Digital

As there are separate report being taken on the matters of waste and recycling, these areas have not been included within this report.

3. Green Living Spaces

3.1 Natural Capital Planning Tool (NCPT)

- 3.1.1 Through a steering group of partners sponsored by the Royal Institute of Chartered Surveyors Research Trust- the Tool has been advanced and further tested. What this Tool seeks to achieve is a much better balance between new development and the allocation of future open space. The Tool starts from an ecosystem services point of view and has established a method of how to assess which of 10 ecosystem services, like flood relief, or recreation access, are addressed by any scheme's master plan.
- 3.1.2 The Royal Institute of Chartered Surveyors Research Trust has converted the 2014/2015, extended trial of the NCPT- into an impressive report- soon to appear on their website.
- 3.1.3 The Natural Environment Research Council Green Infrastructure Innovation funding call has recently closed- the NCPT was one of the applications being considered.

3.1.4 The NERC application is to test the NCPT on a range of national sites under different habitat conditions and at different scales, to assess the true merit of this tool- becoming a national standard. The City and Solihull will further test this tool, on their schemes.

3.2 Natural Capital Balance Sheet

3.2.1 In summary the city's green environment costs £24M to maintain each year, but pays back £36M; so an annual positive balance of £12M;

3.2.2 Over a 25 year term, the city pays back £382M, over and above its maintenance costs.

3.2.3 This provides a critical new perspective against which to re-evaluate the role of parks and open spaces- particularly in urban areas.

3.2.4 It is proposed to now take this completed balance sheet through the City's accounts process and to achieve the adoption of an annual natural capital balance sheet to sit alongside the standard set of accounts.

3.3 Natural Capital 25 Year Plan

3.3.1 The City participated in a 2 day workshop with the Minister at Defra in November- drafting the terms and conditions of a new national 25 year Natural Capital Plan.

3.3.2 Birmingham remains the only city committed to paralleling this process at the city scale- where it would sit alongside the growth agenda.

3.3.3 The balance sheet methodology would be used as a mechanism to measure the impact and effectiveness of the 25 year plan- at 5 year milestones.

3.4 Natural Capital Investment Models

3.4.1 The Bank of England and the Insurance Market have declared Climate Change to be their number one risk.

3.4.2 Their report on the matter has been sent to Defra, who are also drafting the 25 year natural capital plan.

3.4.3 Working with partners, WBCSD, CISL, and others, Birmingham will push to bring these two agendas together.

3.4.5 In the Smithfield development through the Zero Emission Cities model, there is the genuine opportunity to explore innovative natural capital based investment models. This could have profound implications for future green development.

3.5 Erdington Urban Health and Well Being Park

3.5.1 The communities groups in Erdington, spearheaded by the Witton Lodge Community Association, have succeeded with a Home Office Our Place grant. Their premise is very simple but very ambitious. To link seven sites that follow the brook courses, into one park that celebrates and provides health and well-being to its local residents. This aims to link across council services, third sector and voluntary services, to put people first and seek to generate real engagement with the local environment. This connects in with Youth employment initiatives and Community Pay Back schemes. Other funding is being sought to support this initiative.

3.6 Urban Buzz

3.6.1 The wildlife and insect charity Buglife, have secured a national grant from Biffa, to support eight cities over the next three years in introducing or improving spaces for pollinators. Birmingham was the launch venue and the scheme focuses on two corridors, with the aim of learning lessons that can then be passed onto other cities- or other areas of Birmingham. The A38 Highway will be one focus, looking at how wildflower rich grass verges can be achieved within existing budgets, with support from Amey. The Health and Well Being Park corridor will be the other, where extensive trials of seed mixes and maintenance regime changes have already been undertaken. A Project Officer will be employed by Buglife to support this work.

4. Birmingham Cycle Revolution (BCR)

4.1 BCR programme update

4.1.1 Significant elements of the BCR1 programme have been completed, in line with the original DfT deadline for expenditure of Cycle City Ambition Grant Phase 1 funding by the end of September 2015.

4.1.2 All Green Routes included within the original BCR1 programme have now been substantially completed, comprising improvements and extensions to the existing network of off-road cycle routes through parks and public open space areas. A total of 11 Green Route projects were completed as part of BCR1, including the Cole Valley (South) and the Hamstead Park route in Perry Barr. Further Green Routes, which have been advanced from BCR 2, to maintain continuity in the delivery programme, have also been completed. These include Alexander Stadium, Silvercroft Avenue and Harborne Walkwy. In all, a total of 8km of new routes have been constructed whilst upgrades including new surfacing and improved signage have been carried out to a further 22km of Green Routes.

- 4.1.3 Feasibility studies for the BCR3 Green Route schemes have all been completed with detailed design and consultation now commenced. These include the following corridors: Yardley Cemetery, Castle Bromwich Hall and Gardens, Sheldon Country Park, Rea Valley Route, Woodgate Valley Country Park and Highbury Park. Once FBC approvals to the proposals and expenditure have been obtained, it is anticipated the next phase of Green Route works can commence on site in Spring 2016.
- 4.1.4 The Canal Routes package included within the original Phase 1 programme is now substantially complete, with final sweeping works nearing completion. A total of 36km of canal towpath has been re-furbished as part of this programme, comprising new all-weather cycling surfaces, together with associated access improvements, lighting upgrades, signing and way-finding. Two canal schemes from the BCR2 programme, on the Grand Union Canal and Tame Valley Canal, have been advanced into BCR1, and these are now being delivered on site with completion anticipated by early 2016. A programme of further canal works is now being developed and consulted on, as part of BCR Phases 2 and 3. A Full Business Case for this package was approved by Cabinet at its meeting on 17th November 2015, with commencement on site anticipated in early 2016.
- 4.1.5 The Big Birmingham Bikes (BBB) initiative continues to be rolled out. As of early December, a total of 1700 free bikes had been issued to successful ballot applicants.
- 4.1.6 Other Supporting Measures: Top Cycle Location grants had been successfully issued to nearly 50 businesses and schools by the end of September as part of the Phase 1 programme. A second phase of the project is due to be launched in Spring 2016 covering the wider City Council area. Brompton Docks have now been installed at Moor Street, New Street and Snow Hill stations and orders for further installations at Aston University and Brindley Place have now been placed with installation planned by the end of the year.
- 4.1.7 Work is progressing on the delivery of the BCR1 Highway Works package in accordance with the revised timescales agreed earlier this year with DfT. Contractors have now been appointed to take forward design and delivery of the Phase 1 programme, which will be completed in two stages, Phase 1a having commenced on site in mid-October 2015 and due for completion in March 2016, and Phase 1b which is due to commence in Spring 2016 with completion anticipated by September 2016.
- 4.1.8 Development of the Phase 2 & 3 Highway Schemes package is also gathering apace. Consultation meetings including proposed route-walks are now being arranged with Cabinet Members, District Chairs and Ward Councillors. It is intended that these will be completed by the end of the calendar year,

following which design consultants will be appointed to further develop the proposals for submission to the BCR Member Board for approval and subsequent wider (public) consultation in early 2016. Implementation of the Phase 2 & 3 Highway Schemes is due to take place from September 2016 onwards, following completion of the Phase 1 works.

4.1.9 Overall, the BCR1 programme remains on target to achieve full expenditure of the Cycle City Ambition Tranche 1 grant (CCAG1) by the revised completion date of the end of March 2016, as agreed with DfT. Expenditure on BCR1 as of the end of October was some £11.1m against the DfT (CCAG1) funding allocation of £17.0m. Of the outstanding £5.9m budget, approximately £3.8m of expenditure relates to the elements of the Canal Routes, Green Routes and Supporting Measures (Top Cycle Locations, Big Birmingham Bikes, Brompton Docks) programmes which are either awaiting payment or in the process of being delivered on the ground. The remaining £2.1m of required expenditure comprises the Phase 1a Highway Works package, the implementation of which has recently commenced on site.

4.2 Future BCR Programme Phases

4.2.1 Birmingham Cycle Revolution Programme Phase 2 (BCR2) – The Full Business Case in support of the application for a further £8m of funding from the government's Local Growth Fund (inclusive of a £2m local contribution) was approved by the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Growth Team on 2nd September 2015. A Service Level Agreement between the City Council and GBSLEP has now been concluded, which has enabled the release of implementation funding.

4.2.2 Birmingham Cycle Revolution Phase 3 (BCR3): Following the successful bid for a further £22m of Cycle City Ambition Grant funding in March 2015, work has been progressing on the development of the various programme elements, as identified previously in this report

5. Making Birmingham Greener

5.1 The city's CO₂ emissions

5.1.1 Birmingham's carbon target is a 60% reduction in total emissions by 2027 (against a 1990 baseline), which aligns with the national carbon budget periods. The Commission is also mindful of the longer-term UK target of an 80% reduction by 2050 and the commitment some cities are making to be zero carbon by this year. The most recent carbon emissions data show that in 2013, Birmingham's CO₂ emissions had decreased by 24.4%, against a 1990 baseline. Birmingham's emissions continue to be dominated by industry and

commercial (40.3%) and domestic CO₂ emissions (37.8%). Transport emissions now account for 21.9%.

5.2 Focus & Priorities

5.2.1 Birmingham's emissions reductions are heavily reliant on national decarbonisation and the recent scaling back of support through subsidies for renewable technologies and efficiency programmes, may affect our ability to reach these targets. The carbon emissions reductions that we can control, and therefore the focus for actions, are based around:

- **Energy infrastructure** - creating local, decentralised, low carbon or renewable energy generation and linking that in with the academic expertise in the city around energy storage and bioenergy;
- **Transport and Mobility** - how people travel across the city but also how we change the infrastructure to low or zero carbon refuelling or recharging;
- **Buildings** - How we make our buildings more energy efficient.

5.2.2 As we take action to reduce carbon emissions across these areas, the Commission is looking at opportunities to develop jobs, skills and new economic markets relating, and also how the city can use its natural assets, such as green spaces and water corridors, for the benefit of the city, its businesses, people and wildlife.

5.3 The Commission's Roundtables

5.3.1 In addition to the Commission's Board, there are five Roundtables, Chaired by Commission members from all different sectors, that act as project development groups to help achieve the city's targets and ambitions. This paper (briefly) reviews the progress and some of the projects of each.

5.4 Green Growth & Behaviour

5.4.1 The green growth agenda is applicable to all sectors of the economy. For Greater Birmingham, the Low Carbon Goods and Services sector covers 1580 companies, sales of over £3.89bn a year and employs 29,000 people; the GBS LEP is leading in positive trends for this sector.

5.4.2 WBCSD Zero Emissions Cities Programme – Birmingham is named as the first of three cities in global programme. We are working with business to understand how we might make the Smithfield redevelopment site in the city centre 'zero emission'..

5.4.3 We will be working through the Green Commission to host a Your Green Futures event in 2016 to show students the sort of jobs that are available through the Low Carbon Goods and Services sector.

5.4.4 The Green Growth group is exploring the potential for resource efficiency through the implementation of the business model piloted nationally by MIROG (Minerals Resources Opportunities Group) which builds upon the NISP programme and creates partnerships between the public and private sector to enable the reuse of valuable materials to be planned and costed into new developments thus representing both a resource and financial benefit.

5.5 Energy & Resources

5.5.1 Birmingham's homes and businesses currently buy approximately £1.3bn worth of gas and electricity from sources outside of the city. This is a major leakage from the city's disposable income and has a direct influence on fuel poverty and health outcomes; as well as affecting city investors and business competitiveness. In order to address this, and improve the city's energy security, we have a large number of projects.

5.5.2 There has been almost £14m investment in Birmingham District Energy Scheme – the city centre award winning heat network that has proven to be a national leader in the deployment of district heating and we are just finalising a city centre extension to connect two different schemes together, via an interconnection at the refurbished New Street Station the city centre heat network

5.5.3 We are working directly with DECC to develop new heat network opportunities across Birmingham but also for the GBS LEP. We have already identified up to £72m of potential new networks in Birmingham alone.

5.5.4 Midlands Universities, including Birmingham and Aston, are part of the £60m Energy Research Accelerator – that could enable new energy technologies to be demonstrated, and then deployed at scale in Birmingham.

5.5.5 The national Energy Systems Catapult will be based in Birmingham. The Catapult Centres are a product of Innovate UK and are working to deliver solutions at scale, to support spin outs from universities, as well as to grow innovative businesses. The ESC will employ 150 experts to address future energy challenges for the UK.

5.5.6 CEPPI (Coordinated energy-related PPIs actions for cities) is a Horizon 2020 project that the Sustainability Team is leading to enable us to procure innovative energy solutions, working with four other European cities. The project will enable us to build on our low carbon energy offering in Birmingham.

- 5.5.7 A £49m wood biomass gasification plant is due to open in the Tyseley Environmental Enterprise District in January 2016 – this will provide renewable electricity for the equivalent of 17,000 homes
- 5.5.8 We're currently reviewing our waste management contract for the city and ensuring it links with our wider energy and transport plans; we are leading on a best practice/ foresighting study to support this.

5.6 Transport & Mobility

- 5.6.1 We want to create a transport system which puts the user first and delivers the connectivity that people and businesses require. High quality transport can improve people's daily lives by making travel more accessible, more reliable, safer, greener and healthier. It also has a major impact on air quality.
- 5.6.2 Birmingham Blueprint for low and zero carbon refuelling provides a clear direction and investment opportunity for vehicle infrastructure around hydrogen fuel cell vehicles, electric, CNG/LNG and LPG. The Council has already implemented a network of 36 electric vehicle charging points and is in discussion with infrastructure providers, utility firms and transport operators on how to develop these networks. Once this infrastructure is in place it will support as a priority public and private sector fleets of buses, taxis, HGVs, LGVs, coaches, mini buses, bin wagons and heavy trucks, as well as support wider uptake of personal low/zero carbon vehicles
- 5.6.3 A CNG station feasibility study over an initial 4 regional sites network is being finalised.
- 5.6.4 Horizon 2020 funded engineering studies for infrastructure development to support the introduction of hydrogen fuel cell buses within Birmingham have been completed.
- 5.6.5 A 'Clean Vehicle Technology Fund' programme has recently achieved success in Euro VI approvals for the LPG retrofit of the iconic Birmingham Hackney Carriage taxis. NOX, NO₂ and PM emissions from these vehicles will be cut by at least 90%.

5.7 Buildings & Efficiency

- 5.7.1 Fuel poverty remains a significant problem for Birmingham's residents, with just over 19% of the population currently in the bracket of fuel poverty. As fossil fuel prices continue to rise, more people will find fuel bills dominating their spending. In 2013 Birmingham's residents consume an average 3,870kWh of electricity and 14,040kWh of gas. Business consumer an average 75MWh of electricity and 649MWh of gas.

5.7.2 WE are working to understand how we roll out scalable retrofit following the cessation of the Birmingham Energy Savers Programme. This will be a key theme of the UK Green Buildings Council City Summit in 2016 (hosted by Birmingham), which will enable us to work with over 100 experts to address the key challenges from the built environment.

6. Digital

6.1 **Progress Update**

6.1.1 Already over 3500 businesses have been helped by investing over £4million in improving their digital connectivity enabling them to increase productivity and develop new products and services. The Digital Academy has been created, the first ever LEP wide digital skills programme that provide new digital capabilities to over 400 SMEs, improving their market growth potential, opening up new markets and providing them with skills in order to grow their business in a more resilient and sustainable way.

6.1.2 The largest free wifi network across the City Centre has been established, enabling citizens to access information and services. In addition there is free wifi at over 200 public buildings across the city, to ensure people are not digitally and socially excluded.

6.1.3 For our most vulnerable, we are developing plans to establish alternative ways to provide broadband connectivity to our social housing tenants in multi-storey occupancy blocks

6.1.4 We have attracted major organisations to establish a presence in Birmingham, such as the Google Garage and we continue to work with O2 Gurus and Barclay Digital to ensure that we are one of the most digitally enabled regions in the UK.

6.1.5 The Council is reducing its carbon footprint with the tools it needs to monitor and control its energy usage (gas, water and electricity) through the ground-breaking SmartSpaces project.

6.1.6 New digital applications and products such as the Digital logbook to radically transform the customer journey for social housing tenants in accessing their universal credit.

6.1.7 Our leadership of the open data agenda has enabled us to attract funding from the Release of Data fund, establish new analytical tools for data mapping, establish community based data surgeries to enable citizens and communities to better understand and manage their locality. The Birmingham 'data factory' has been established; a rich source of data for all our

communities to use so that they can access, and create new applications for services.

6.2 **New Development and Proposals**

- 6.2.1 Having recognised the importance and the challenges faced by our citizens and communities in East Birmingham and are working with them and the Future Cities Catapult to establish a Smart City Roadmap and portfolio of citizen led projects that makes the most of our natural assets using a methodology that will enable these to be replicated in a low cost and low risk way.
- 6.2.2 There is work with Birmingham City University to establish a urban spatial planning tools using data and analytics in a new and innovative way to promote and enable a more sustainable and resilient approach to urban development.
- 6.2.3 A Digital Prospectus for HS2 is in development that will enable us to ensure that we maximise the use of digital technologies so that our communities, businesses, commuters and visitors can enjoy a world class experience.
- 6.2.4 In the East Birmingham corridor a digital platform is being developed that will enable businesses and citizens to access data, create new models for service delivery and create new and innovate applications and services for citizens
- 6.2.5 Already we have started to work with older and vulnerable people through our City4Age project which will support those to mild cognitive impairment to better manage their health and well-being.

7. Conclusion

- 7.1 Birmingham recently came 18th in the world in the Arcadis Sustainable Cities Index; the city is becoming increasingly recognised as a city which is serious about addressing climate change We are already planning for and transitioning to a city where a local, integrated and low carbon energy system is supplying efficient and comfortable buildings, and where people are able to move around more efficiently and effectively between places. We are developing plans and tools which put natural capital at the heart of decision making for the future built environment, whilst looking at how we strengthen the existing green and blue spaces and corridors. At the heart of this are key opportunities to support improvements in living standards and create new jobs.

Report of:	Cabinet Member for Sustainability
To:	Economy, Skills and Sustainability Overview and Scrutiny Committee
Date:	11 December 2015

Progress Report on Implementation: From Waste to Resources

Review Information

Date approved at City Council: 1 July 2014 Member who led the original review: Councillor Victoria Quinn Lead Officer for the review: Emma Williamson Date progress last tracked: 24 February 2015

Findings from the Review

1. In approving this Review the City Council asked me, as the appropriate Cabinet Member for Sustainability, to report on progress towards these recommendations to this Overview and Scrutiny Committee.
2. The main areas for improvement identified in the Review are those contained within the Recommendations within this report.

Summary of Progress

3. Details of progress with the remaining recommendations are shown in Appendix 2.
4. Members are therefore asked to consider progress against the recommendations and give their view as to how progress is categorized for each.
5. It should be noted that the Waste to Resources activity has been superseded with the new Future Waste Strategy (Reduce, Reuse, Recycle) Programme. The recommendations contained in this report are supported/evidenced by activity undertaken as part of that programme, which is cross-city Council with a number of sub-programmes (listed below). There is a governance plan in place and this is attached and referred to in this report. This major programme is in line with, and works as part of, the Future Council Programme and the Green Commission. It also utilises the Reduce, Reuse, Recycle methodology as outlined in the original Scrutiny report. Sub-programmes are :
 - Developing our Assets
 - Exploring Best Practice
 - Technology and Innovation
 - Citizen Engagement
 - Commissioning Model

Appendices

1	Scrutiny Office guidance on the tracking process
2	Recommendations you are tracking today
3	Recommendations tracked previously and concluded

For more information about this report, please contact

Contact Officer:	Chloe Tringham
Title:	Contract and Waste Disposal Manager
Telephone:	0121 464 3897
E-Mail:	Chloe_tringham@birmingham.gov.uk

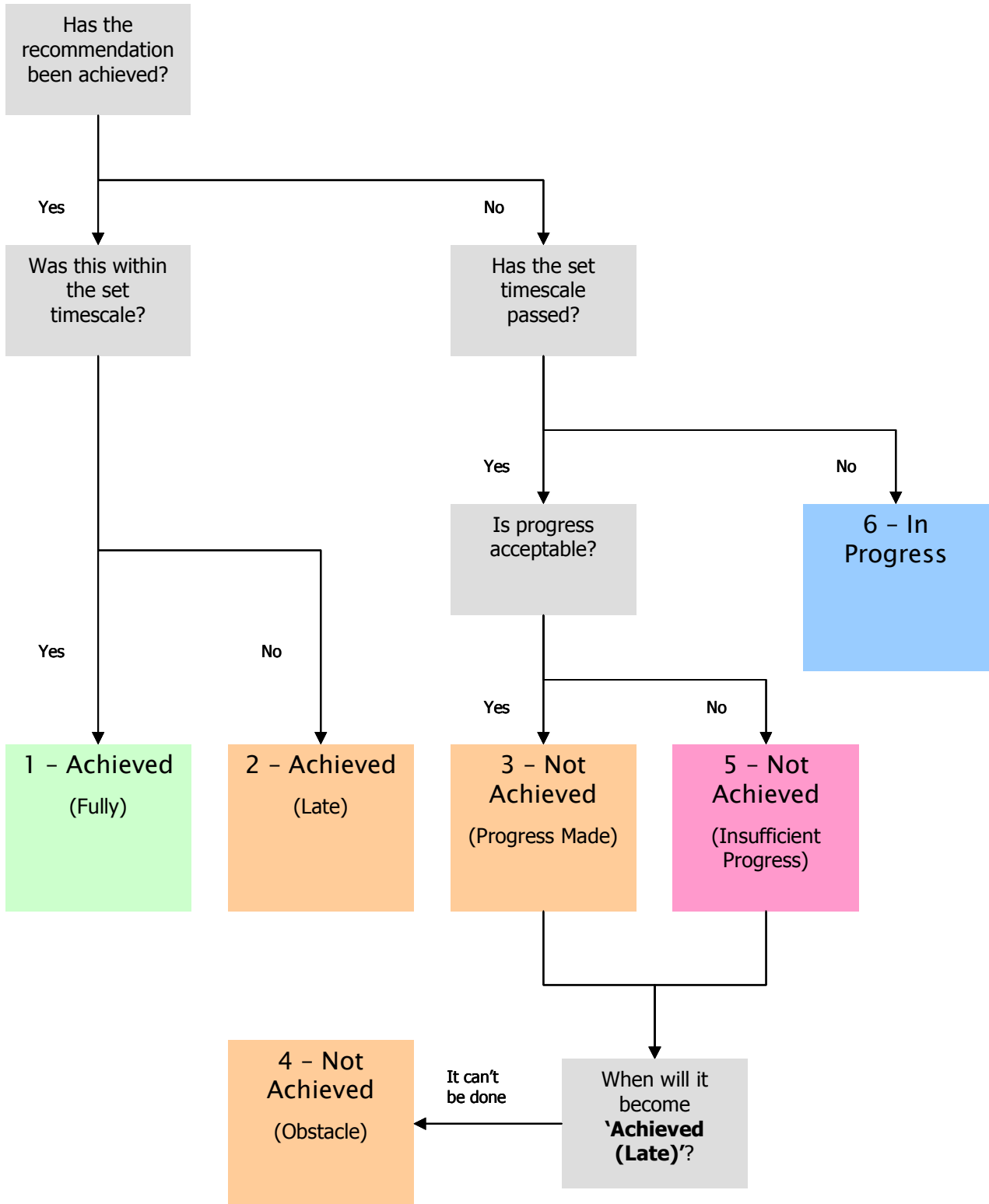
Appendix ①: The Tracking Process

In making its assessment, the Committee may wish to consider:

- What progress/ key actions have been made against each recommendation?
- Are these actions pertinent to the measures required in the recommendation?
- Have the actions been undertaken within the time scale allocated?
- Are there any matters in the recommendation where progress is outstanding?
- Is the Committee satisfied that sufficient progress has been made and that the recommendation has been achieved?

Category	Criteria
1: Achieved (Fully)	The evidence provided shows that the recommendation has been fully implemented within the timescale specified.
2: Achieved (Late)	The evidence provided shows that the recommendation has been fully implemented but not within the timescale specified.
3: Not Achieved (Progress Made)	The evidence provided shows that the recommendation has not been fully achieved, but there has been significant progress made towards full achievement. An anticipated date by which the recommendation is expected to become achieved must be advised.
4: Not Achieved (Obstacle)	The evidence provided shows that the recommendation has not been fully achieved, but all possible action has been taken. Outstanding actions are prevented by obstacles beyond the control of the Council (such as passage of enabling legislation).
5: Not Achieved (Insufficient Progress)	The evidence provided shows that the recommendation has not been fully achieved and there has been insufficient progress made towards full achievement. An anticipated date by which the recommendation is expected to become achieved must be advised.
6: In Progress	It is not appropriate to monitor achievement of the recommendation at this time because the timescale specified has not yet expired.

The Tracking Process



Appendix 2: Progress with Recommendations

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R01	That a wide-ranging exercise to engage Birmingham citizens in the creation of the new strategy is undertaken; utilising the principles set out in the District & Public Engagement O&S Committee's report "Citizen Engagement".	Cabinet Member for Sustainability	September 2015	3 - Not Achieved (Progress Made)

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

A cross City Council Steering Group (see *Summary of Progress* on page 1 – point 5) has been established to lead on the strategic direction for the Future Waste Strategy (Reduce, Reuse, Recycle) Programme Board and has overall responsibility for the vision and strategy; and accountability for achieving all programme outcomes.

One of the Sub-programmes under this is "Citizen Engagement", with its key aim to engage with citizens in the development of the new waste vision and strategy; ensuring that citizens are involved in the policy and options that take into account more localised views. This will also develop a long term vision for citizen engagement that will enable, educate and encourage citizens to take responsibility for minimising, re-using and recycling waste.

The engagement programme continues to follow the principles as set out in the District and Public Engagement O&S Committee's report on "Citizen Engagement", including the following activities;

- A research company has been commissioned to conduct primary research that will gain a representative sample via a survey targeted through the people's panel and then supplemented through other targeted means.
- The research will also include a series of targeted interviews with key stakeholders and partners from the public, voluntary and private sectors.
- A digital engagement platform Birmingham Speaks will host a public space for ideas that can be commented upon and rated. This discussion will develop over a series of weeks. Activity has already commenced through a Public Dialogue on Birmingham Speaks (<https://birmingham.dialogue-app.com/waste-its-not-all-rubbish>).
- Be Heard will be used to engage on a draft strategy that will be adapted based on feedback and the research findings as we progress through the engagement programme.
- In addition the engagement will draw upon the learning from literature, best practice and the other strands of the waste programme (e.g. Technology)

The engagement plans allow citizens, partners and stakeholders to contribute to the process. It will establish our core waste values and principles around the consensus helping to achieve a "buy in" to the future waste strategy. The process will culminate in a strategy that has evolved through the engagement process that can then be finalised in early 2016 ahead of being approved via a cabinet process.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R02	A clear evidence base is established to underpin the new strategy. This should include on-going analysis of waste and recyclate collected.	Cabinet Member for Sustainability	September 2015	3 - Not Achieved (Progress Made)

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

A full composition analysis for residual waste is undertaken of the feedstock into the Tyseley Energy from Waste (EfW) plant every 6 months, from all 3 transfer station Depots (Tyseley, Lifford Lane and Perry Barr). A separate analysis of the residual waste from the 2 pilot wards for the wheelie bin project was also undertaken.

The wheelie bin pilots provided an evidence base for the service, showing an increase in recycling and a reduction in residual waste collected directly from households. The actual rollouts have started to show an improvement, and provide a clearer evidence base, however, Perry Barr and Lifford Lane are not fully stabilised and therefore further

analysis of the waste and recycling needs to be undertaken.

As per R01 above clear evidence base is being produced through the Future Waste Strategy for Birmingham City Council. To inform this a full waste composition analysis is being commissioned which will identify the make up of waste on a Ward basis. This is expected to commence in January 2016.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R03	<p>That a new Waste Strategy for the city is put in place. This should include the following:</p> <ul style="list-style-type: none"> • A guiding principle, or set of guiding principles, to ensure a coherent and transparent approach to any new waste disposal arrangements; • A waste prevention plan for the city; • A consideration of all waste streams in the city including a mechanism for reviewing and, where appropriate, including new technologies to maximise the efficiency and effectiveness. 	Cabinet Member for Sustainability	March 2016	6 – in progress

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

A guiding principle, or set of guiding principles, to ensure a coherent and transparent approach to any new waste disposal arrangements; the cross City Council Steering Group (see *Summary of Progress* on page 1 – point 5) has been established to lead on the strategic direction for the Future Waste Strategy (Reduce, Reuse, Recycle) Programme Board and has overall responsibility for the vision and strategy; and accountability for achieving all programme outcomes. This will that there is the opportunity to develop a strategy in a transparent and open way.

The engagement workstream of the Future Waste Strategy Programme is set to engage with the Citizens of Birmingham as well as key stakeholders, businesses, partners and staff. Activity has already commenced through a Public Dialogue on Birmingham Speaks (<https://birmingham.dialogue-app.com/waste-its-not-all-rubbish>). Stakeholder interviews have also commenced. The outcome will culminate in a set of values and guiding principles based around the engagement and dialogue consensus.

A waste prevention plan for the city; the Future waste strategy is looking at adopting all aspects of the waste hierarchy but aims to identify the need for a reduction in the waste disposed of becoming a City that avoids the unnecessary creation of waste and maximising utilisation of waste that is unavoidable. To achieve this a waste prevention plan for the City is being developed alongside the new Future Waste Strategy emerges, adopting the Cabinet Member's approach to "Waste as an Asset and a Resource to be maximised". The plan's key aims are to **Reduce** waste and **Increase** recycling including : a full Waste Prevention programme of activity reducing waste to landfill, targeting and reducing excessive packaging by commercial organisations (Trading Standards are leading on this work), working further with Jericho and Ladywood Furniture Project (to increase reuse across the City). As part of this plan ambitious targets are being set for Reduction and Recycling (which is expected to be 70%). The aim is to get everyone who lives and works in Birmingham to be involved in maximising shared social, environmental and economic value and maximising waste (as an asset).

A consideration of all waste streams in the city including a mechanism for reviewing and, where appropriate, including new technologies to maximise the efficiency and effectiveness. Two of the other Sub-programmes are :

- Technology & Innovation
- Exploring Best Practice

Their key aim to consider best practice in the management, and use of, waste and undertake a review and produce

an options appraisal of technological alternatives for waste treatment infrastructure and systems. A *best practice and technology foresighting for waste solutions in Birmingham* appraisal has been commissioned (Ricardo have been appointed) to explore best practice in waste prevention, reuse, recycling and recovery. Also to undertake a technology foresighting and options paper, which will inform the imminent procurement of a new waste contract. Examples of best practice most relevant to Birmingham will be developed into detailed case studies. As well as this the appraisal will identify and compile information on a variety of waste treatment technologies. The initial meeting for this appraisal exercise has taken place and the exercise has now commenced.

Work is ongoing with stakeholders from a variety of sectors including from the reuse business sector such as Jericho and Ladywood Furniture Project – to consider all waste streams in the City and how they can be maximised. Two workshops were previously held (a cross City Council engagement day on 7th October 2014 and an Industry day on 6th March 2015) – both these information gathering days have been fed into and are informing the future Waste Strategy Programme. The Industry Day included subject matter experts from Universities, social enterprise organisations, waste industry commercial organisations and other leading specialists.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R04	<p>That a draft procurement plan to achieve the goals of the Waste Strategy is brought to the committee for discussion. This to include the following :</p> <ul style="list-style-type: none"> • How income / financial efficiency will be maximised from the new approach. • How flexibility in future contractual arrangements will be achieved; • A statement on the role of Tyseley Energy from Waste (EfW) Plant will play and how opportunities to invest in Tyseley to improve both economic and environmental performance will be fully explored; • How the City Council will be in a position to react to and employ new technologies in waste and recycling processing; 	<p>Cabinet Member for Sustainability</p> <p>Cabinet Member, Commissioning, Contracting and Improvement</p>	November 2015	3 - Not Achieved (Progress Made)

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

How income / financial efficiency will be maximised from the new approach; The Commissioning Model sub-programme is tasked with developing an innovative commissioning and finance model to deliver the priority outcomes, and consider alternative delivery models and funding opportunities into the future. The model will cover the approaches across the full waste hierarchy, and will be structured to cover:

- The current method of delivery -
- The Council's Vision for Waste and its priorities
 - How Birmingham will deliver its Vision
 - Implementation plan and Business Case

The evaluation methodology and commercial strategy are expected to be completed in January 2016, together with confirmation of the funding envelope – a specialist finance advisory resource has been commissioned to support this. Adopting the Reduce, Reuse, Recycling methodology will ensure an approach which allows for maximum education, engagement and enforcement routes. A competitive dialogue will take place as part of the new Waste Strategy with an outcome based, flexible contract methodology.

How flexibility in future contractual arrangements will be achieved; there are a number of areas where this will be achieved :

- adopting the methodology of Reduce, Reuse and Recycle (as utilised in the workshop held on 3rd November to brainstorm ideas against these 3 key themes), will ensure that flexibility is built into any new contractual arrangements through identifying the value of different waste streams and methodologies
- the Commissioning Model Sub-programme (outlined above) will ensure that contractually this is full adopted.
- as part of the programme a specialist finance advisory resource has been commissioned and awarded
- developing innovative contracting arrangements in terms of contract type, duration and other elements such as break clauses, outcome based
- consideration of hybrid contracting where smaller contracts could be used as part of a larger overarching contract which could stimulate local SMEs and community based approaches

A statement on the role of Tyseley Energy from Waste (EfW) Plant will play and how opportunities to invest in Tyseley to improve both economic and environmental performance will be fully explored; As part of the requirement to understand the prevailing condition of the Council's existing assets a condition survey has been undertaken on the Tyseley Energy from Waste (EfW) plant, which identified that with some minor improvements over the next few years, the plant will continue to have a further 10-15 years life. The purpose of the survey was also to ensure that the plant would be "fully paid off" in a hand-back condition. A further options appraisal will be produced for the future operation of the Tyseley plant, and the commercial opportunities available, once the outcome of the best practice and technology foresighting appraisal is complete and reported.

How the City Council will be in a position to react to and employ new technologies in waste and recycling processing; As referred to under R03, two of the other Sub-programmes (Technology & Innovation and Exploring Best Practice), will review and produce an options appraisal of technological alternatives for waste treatment infrastructure and systems, through a *best practice and technology foresighting for waste solutions in Birmingham* appraisal - to explore best practice in waste prevention, reuse, recycling and recovery. Also to undertake a technology foresighting and options paper, which will inform the imminent procurement of a new waste contract, which will identify any investment required in the new technologies. As well as this the appraisal will identify and compile information on a variety of waste treatment technologies. As well as the foresighting work two workshops were previously held (a cross City Council engagement day in October 2014 and an Industry day in March 2015) – the Industry day in particular sought to understand further new technologies available, and industry expert understanding.

A governance structure (see attached as Appendix 4) and project plan is in place and will be adhered to in order to ensure that the procurement plan, to achieve the goals of the Future Waste Strategy, is open-minded and contains no red lines or pre-conceived ideas/solutions. The ultimate goal is an outcome-based contractual arrangement benefiting the City of Birmingham.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R05	As part of the management of the current contract, arrangements are made for a rigorous analysis of the Tyseley plant and site, to be conducted prior to the hand-over back to the City Council. This should include full inspection by appropriate experts to ensure that the plant and site are returned in accordance with the contract, and that any losses are fully accounted for.	Cabinet Member, Commissioning, Contracting and Improvement	December 2017	6 – in progress

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

As referred to in R04 above, a Condition survey on Tyseley was undertaken in February 2015. In summary the results of the condition survey included the identification of the general condition of the facility (post 2019); ascertained the anticipated life of the facility post 2019; established the key issues that require attention to ensure that the facility could run for a minimum for another 15 years from 2019; and ensure that the plant is full paid off. A stage 2 condition survey will be undertaken following remedial works identified in the first condition survey – this is expected to take place during shutdown in April 2016. Also, a hand-back plan is being developed with Veolia to ensure that the exit/conclusion of the contract is undertaken as is contractually obliged. This is contained within the Sub-programme looking at developing our assets.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R06	<p>A revitalised waste communication plan is needed, taking into account the outcomes of the public engagement exercise in R01. This should include:</p> <ul style="list-style-type: none"> • A range of communication options to ensure messages reach the widest possible audience; • More user-friendly detail about the destination of waste and recycling on the website; • Engaging with local Councillors to give them the resources to pass on key messages; • Engaging with local community groups/spaces (including schools, mosques, churches, community centres) to give them the resources to pass on key messages; • More information/explanation about why Birmingham has made the choices it has and the positive outcomes from that. 	Cabinet Member for Sustainability	September 2015	3 - Not Achieved (Progress Made)

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

A range of communication options to ensure messages reach the widest possible audience; More user-friendly detail about the destination of waste and recycling on the website; Engaging with local Councillors to give them the resources to pass on key messages; a detailed Corporate Communications Plan is being developed as part of the Reduce, Reuse, Recycle model for the future Waste Strategy – from January 2016. All elements under this recommendation are being considered as part of that plan.

Engaging with local community groups/spaces (including schools, mosques, churches, community centres) to give them the resources to pass on key messages; extensive consultation exercises have already taken place with citizens and local community groups eg on the wheelie bin roll-out including: roadshows prior to service commencement, weekend working (supporting education and engagement with citizens) during and post wheelie bin service commencement. Communication also played a key role in the literature delivered to citizens with the wheelie bins. This detailed communication plan is being adopted for the Future Waste Strategy under the Corporate Communications Plan.

More information/explanation about why Birmingham has made the choices it has and the positive outcomes from that. As per R01, the commissioning of a Future Waste Strategy consultation exercise has commenced. The consultation exercise will form part of the overall communication plan and will include a number of methods of communication including face to face engagement, on the web, via Elected Members etc. As well as this the Future Waste Strategy will include engagement with citizens to develop the new waste vision and strategy; ensuring that citizens are involved in the policy and options that take into account more localised views. This will also develop a long term vision for citizen engagement that will enable, educate and encourage citizens to take responsibility for minimising, re-using and recycling waste.

Appendix ③: Concluded Recommendations

These recommendations have been tracked previously and concluded.

They are presented here for information only.

Concluded

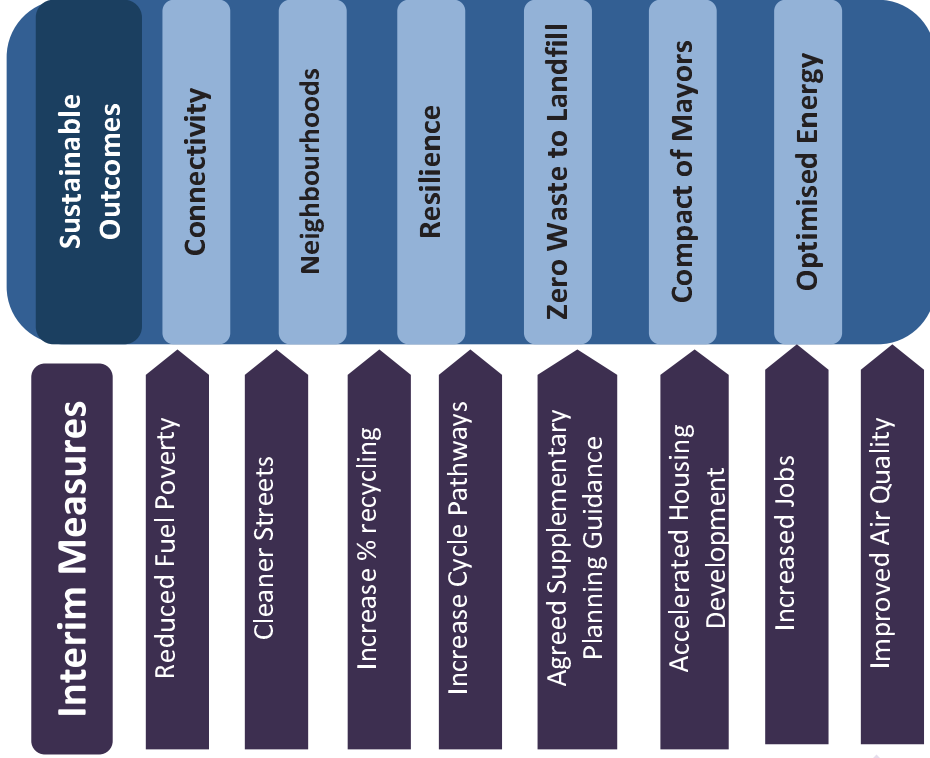
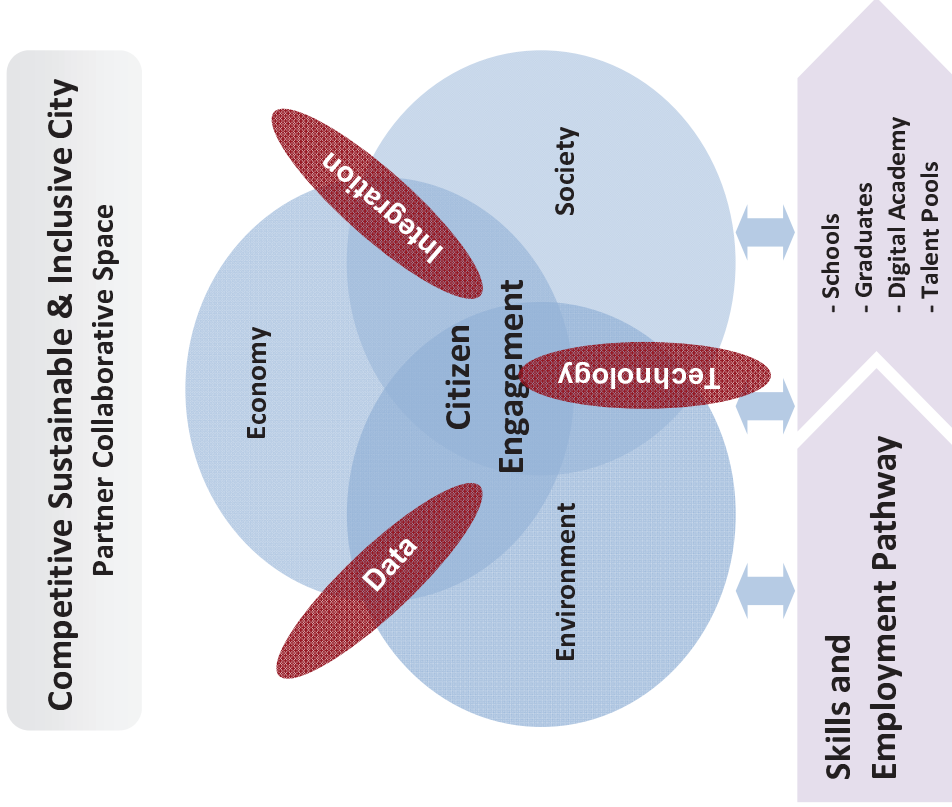
No.	Recommendation	Responsibility	Date Concluded by Overview and Scrutiny Committee	Tracking Assessment (Category 1, 2 or 4; see Appendix 1)
R07	<p>That a report is brought to the Transport, Connectivity & Sustainability O&S Committee on Household Recycling Centres (HRCs), their future and the options, with a view to the Committee undertaking a short piece of work on new HRCs in the city.</p> <p>This should include options for improving access to current HRCs, including :</p> <ul style="list-style-type: none"> • Opening hours; • Actions to reduce queues and congestion • Allow waste and recycling to be delivered on foot <p>It should also address how the number of HRCs in the city might be increased, particularly with regard to smaller, more local, sites.</p>	Cabinet Member for Sustainability	24 February 2015	1 – Achieve Fully
R08	Progress towards achievement of these recommendations should be reported to the Transport, Connectivity & Sustainability Overview and Scrutiny Committee no later than December 2014. Subsequent progress reports will be scheduled by the Committee thereafter, until all recommendations are implemented.	Cabinet Member for Sustainability	24 February 2015	1 – Achieve Fully

Future Sustainable City

2015

2020

Delivery on Programmes towards Compact Mayors



Birmingham City Council

Report of:	Cabinet Member for Sustainability
To:	Economy, Skills and Sustainability Overview and Scrutiny Committee
Date:	11 December 2015

Progress Report on Implementation: Household Recycling Centres (HRCs)

Review Information

Date approved at City Council:	3 February 2015
Member who led the original review:	Councillor Majid Mahmood
Lead Officer for the review:	Emma Williamson
Date progress last tracked:	N/A

Findings from the Review

1. In approving this Review the City Council asked me, as the appropriate Cabinet Member for Sustainability, to report on progress towards these recommendations to this Overview and Scrutiny Committee.
2. The main areas for improvement identified in the Review were as follows:
 - a. Options for increasing HRC provision
 - b. Improve access to HRCs
 - c. Continued use and improvements of the HRCs

Summary of Progress

3. Details of progress with the recommendations are shown in Appendix 2.
4. Members are therefore asked to consider progress against the recommendations and give their view as to how progress is categorized for each.
5. This is the first tracking report so there are no recommendations tracked previously and concluded.

Appendices

1	Scrutiny Office guidance on the tracking process
2	Recommendations you are tracking today
3	Recommendations tracked previously and concluded

For more information about this report, please contact

Contact Officer:	Chloe Tringham
Title:	Contract and Waste Disposal Manager
Telephone:	0121 464 3897
E-Mail:	Chloe_tringham@birmingham.gov.uk

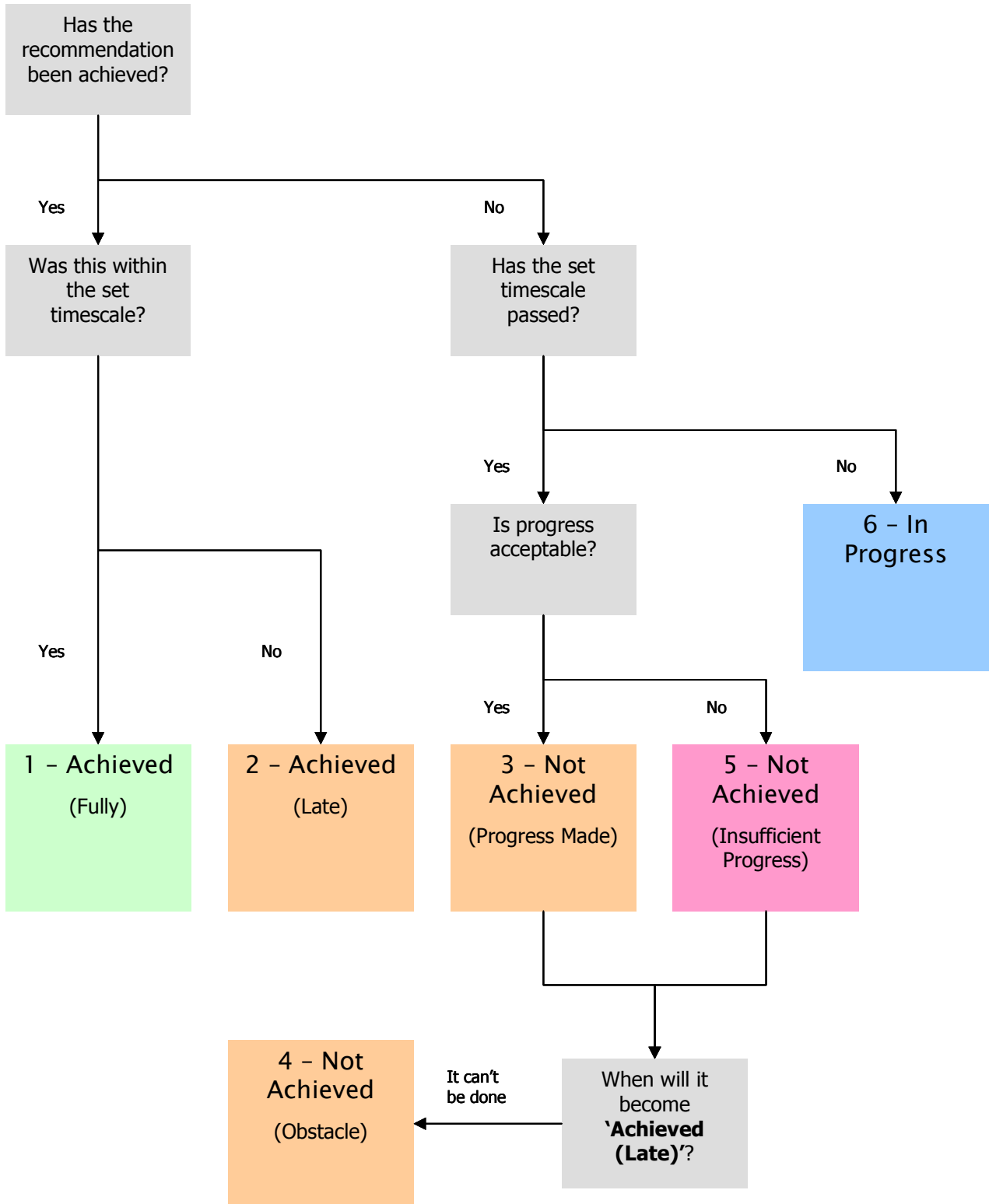
Appendix ①: The Tracking Process

In making its assessment, the Committee may wish to consider:

- What progress/ key actions have been made against each recommendation?
- Are these actions pertinent to the measures required in the recommendation?
- Have the actions been undertaken within the time scale allocated?
- Are there any matters in the recommendation where progress is outstanding?
- Is the Committee satisfied that sufficient progress has been made and that the recommendation has been achieved?

Category	Criteria
1: Achieved (Fully)	The evidence provided shows that the recommendation has been fully implemented within the timescale specified.
2: Achieved (Late)	The evidence provided shows that the recommendation has been fully implemented but not within the timescale specified.
3: Not Achieved (Progress Made)	The evidence provided shows that the recommendation has not been fully achieved, but there has been significant progress made towards full achievement. An anticipated date by which the recommendation is expected to become achieved must be advised.
4: Not Achieved (Obstacle)	The evidence provided shows that the recommendation has not been fully achieved, but all possible action has been taken. Outstanding actions are prevented by obstacles beyond the control of the Council (such as passage of enabling legislation).
5: Not Achieved (Insufficient Progress)	The evidence provided shows that the recommendation has not been fully achieved and there has been insufficient progress made towards full achievement. An anticipated date by which the recommendation is expected to become achieved must be advised.
6: In Progress	It is not appropriate to monitor achievement of the recommendation at this time because the timescale specified has not yet expired.

The Tracking Process



Appendix 2: Progress with Recommendations

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R01	That serious consideration is given to opening a new HRC in Birmingham as part of the new waste disposal arrangements post 2019	Cabinet Member for Sustainability	March 2016	6: In Progress
Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')				
<p>A cross City Council Steering Group has been established to lead on the strategic direction for the Future Waste Strategy (Reduce, Reuse, Recycle) Programme Board and has overall responsibility for the vision and strategy; and accountability for achieving all programme outcomes.</p> <p>One of the Sub-programmes under this is "Understanding and Developing our Assets", with its key aim to understand the prevailing condition of the Council's assets but also to develop an options appraisal for future operational assets. Alongside this is the engagement with citizens in the development of the new waste vision and strategy; ensuring that citizens are involved in the policy and options that take into account more localised views. This recommendation is being considered alongside both these sub-programmes and will be fully explored. Please see attached the Programme Governance Arrangements – as Appendix 3.</p>				

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R02	That the opening of temporary sites over the summer is investigated, to deal with the increased volume of green waste.	Cabinet Member for Sustainability	June 2015	1: Achieved (Fully)
Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')				
<p>The 2015 paid for garden waste service has seen a significant increase to around 60,000 customers. As well as providing this service to citizens a number of proposals were introduced to provide alternative options and maximise the current assets available. The HRCs have continued to see high numbers of throughput of traffic, however, the measures introduced have had a positive impact on the customer experience - improving and enhancing the throughput of traffic at the current HRC facilities. In summary, the following measures were introduced :</p> <ul style="list-style-type: none"> • Extra HRC site capacity into Lifford Lane, Tyseley and Perry Barr ("Super sites") starting in April 2015 • An overspill "green/garden waste only" lane was introduced at Lifford Lane HRC site at the weekends, throughout the summer period, to allow a fast track route for residents • Introduction of extra recycling operatives to improve the visitor experience and speed up throughput • Traffic counters installed to monitor the traffic throughput • Webcams introduced so that residents can view for themselves the current status of the queues <p>The HRC improvement plan 2015 (see attached at Appendix 4) was produced and closely monitored, including those measures identified above. A plan for 2016 is in place and is also being developed further. Residents living around these sites were consulted before and after the changes, with positive feedback.</p> <p>In line with this recommendation, and as part of the HRC access improvement plan for 2015, an additional temporary household recycling centre (HRC) for garden waste, available on a short terms basis to cover the summer months only was fully explored and considered.</p> <ul style="list-style-type: none"> • A number of potential sites (12) were reviewed using the criteria of size, infrastructure, ease of access, for residents and waste carrying vehicles, distance from residential properties and location • A preferred site was identified as part of this process • Discussions were undertaken with Veolia, as the waste contractor, as to operational and contractual implications • Discussions were undertaken with the Environment Agency - they indicated that they would apply a very strict adherence to the waste permitting regulations, as it was garden waste • A full permit licence was explored but this takes between 12-14 weeks minimum plus a significant cost of opening the facility (well in excess of £600,000 for a site), resulted in this not being viable. There is no 				

budget provision for this investment.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R03	That an assessment is made of the enforcement of the Birmingham residents only policy alongside an assessment of a formal joint use policy with other local authorities. This should include the exploration of opening a new joint facility (alongside Recommendation 01)	Cabinet Member for Sustainability	November 2015	3: Not Achieved (Progress Made)

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

In order to meet this recommendation, and as part of the HRC access improvement plan for 2015, an assessment was undertaken into the enforcement of Birmingham residents-only policy. The most feasible proposal is the use of ANPR cameras (Automatic Number Plate Recognition) and this is being fully explored with quotes obtained. This will allow the instant identification and assessment of cross-boundary activity (non-Birmingham residents) or the flagging up of known traders. A number of other different schemes were considered but these were deemed unsuitable as they would increase the queues significantly (at least in the short term) and could lead to further negative publicity around HRCs access. These included :

1. Consider alternative schemes (production of Council Tax bill) – residents have to produce and barcode is scanned
2. Reducing number of van permits from 12 to 6 (green exempt) OR Site specific for vans OR
3. Van only days/times Sunday morning at quietest site
4. Charity pass vehicles at non-peak times only and at specific site

It should be noted that all the options above have been considered as part of a Future Council Programme case for change.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R04	That re-use is a priority in the revised waste strategy; and that an extension of the Re-Users Project to other HRCS is explored.	Cabinet Member for Sustainability	March 2016	6: In Progress

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

As outlined in R01 the Future Waste Strategy Programme is focussed on Reduce, Reuse and Recycle. As part of this major programme a Council Operating Model on Reduce, Reuse and Recycle workshop was held on 3rd November to brainstorm ideas against these 3 key themes and also to define key goals for the future waste strategy. Several re-use organisations were in attendance at the workshop to bring ideas from a social enterprise perspective.

A number of ideas were formulated from the workshop under each of the headings and re-use, as a priority and potential roll-out across the City to all HRCs, was prevalent in the ideas. All ideas and suggestions from the workshop are being collated and will be further assessed and explored.

The Reuse Centre at Norris Way continues to provide an invaluable social enterprise facility for all residents to reuse their unwanted items. By October 2015, the reuse centre had received goods and sold 304 tonnes of goods that would otherwise have ended up in the waste stream. Although this makes up only a small part of the overall waste stream, with reuse appearing higher up in the waste hierarchy this is a positive step.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R05	That the lease for the Re-Users project is extended to allow Jericho to undertake long term planning.	Cabinet Member for Sustainability	March 2015	1: Achieved (Fully)

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

As a result of this recommendation the Jericho agreement and lease was extended for a further year, signed by both parties on 7 April 2015. A further extension, until a new waste contract comes into force in January 2019, is being considered with legal and procurement guidance being sought as to its feasibility.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R06	That options for smart card use – to reduce contamination and monitor usage – are considered for inclusion in any future waste contract	Cabinet Member for Sustainability	November 2015	3: Not Achieved (Progress Made)

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

The Council Operating Model on Reduce, Reuse and Recycle workshop was held on 3rd November to formulate ideas against these 3 key themes. The smart card idea is being progressed under the "reduce" heading, as part of the Future Waste Strategy going forward, in order to reduce contamination.

As mentioned under R04, the most feasible proposal is the use of ANPR cameras (Automatic Number Plate Recognition) and this is being fully explored with quotes obtained. This will be trialled as to its operational feasibility and also to see what impact this has on the numbers entering the HRCs and any queuing issues.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R07	That a recycling centre/facility for trade and commercial waste is considered as part of the new waste strategy, and procurement of any new contract	Cabinet Member for Sustainability	March 2016	6: In Progress

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

As mentioned under R04, a Council Operating Model on Reduce, Reuse and Recycle workshop was held on 3rd November to formulate ideas against these 3 key themes. The opportunity to establish a chargeable recycling centre/facility for trade and commercial formed part of the ideas being progressed under the 3 headings particularly under reduce (reducing domestic waste infiltration with trade waste) and recycling (more waste segregation). These ideas will be progressed as part of the Future Waste Strategy going forward.

It should be noted that this recommendation has been fully explored as part of a Future Council Programme case for change. If this proposal is progressed then negotiations, and potential contractual variations, need to be reached with the current waste contractor. Legal and procurement advice will be sought on this matter.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R08	Progress towards achievement of these recommendations should be reported to the Connectivity & Sustainability Overview and Scrutiny Committee no later than September 2015. Subsequent progress reports will be scheduled by the Committee thereafter, until all recommendations are implemented.	Cabinet Member for Sustainability	September 2015	2: Achieved (Late)

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

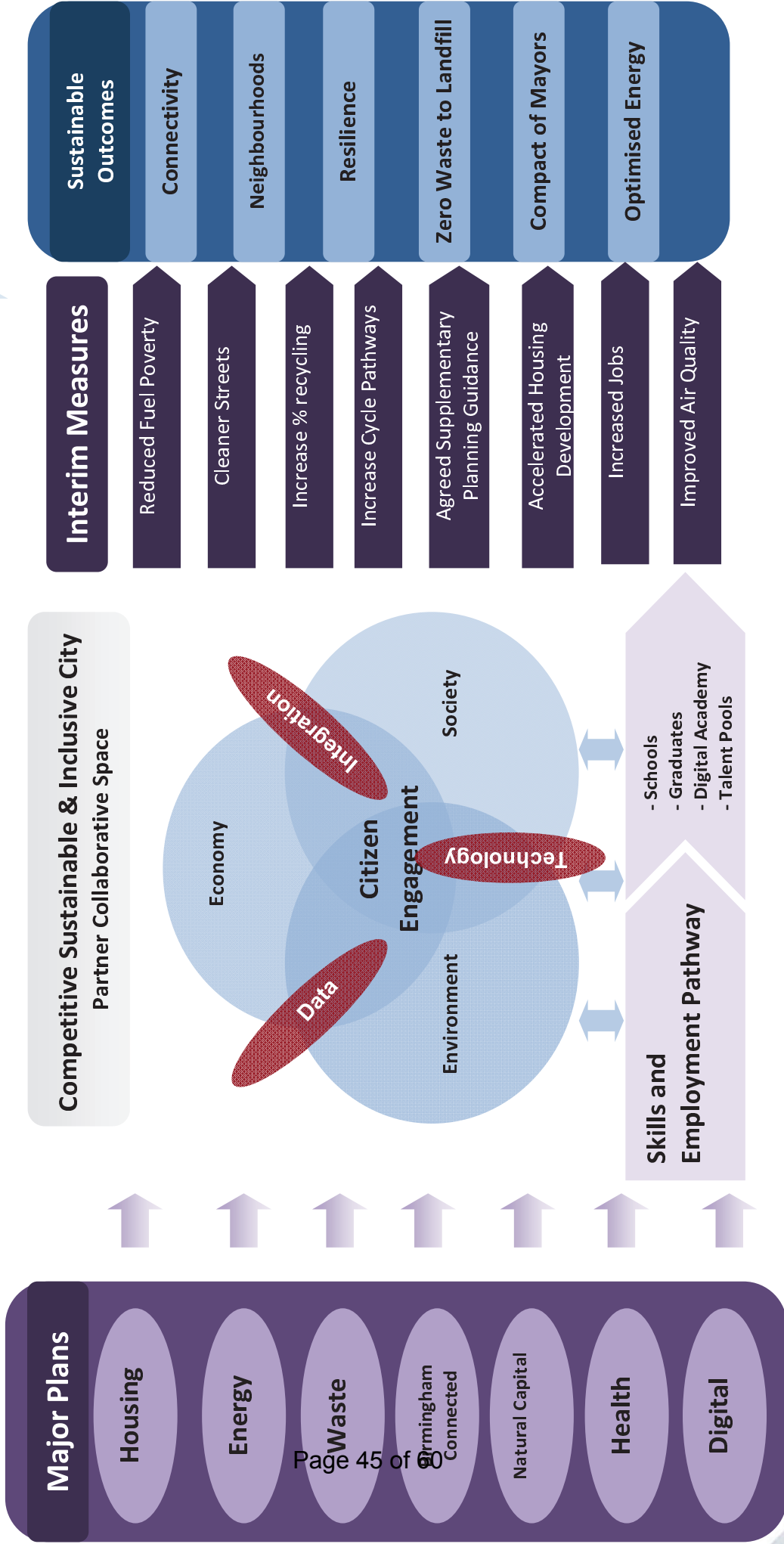
This tracking report to the Economy, Skills & Sustainability Overview and Scrutiny Committee on 11 December meets this recommendation.

Future Sustainable City

2015

2020

Delivery on Programmes towards Compact Mayors



HRC ACCESS IMPROVEMENT PLAN - 2015

- To reduce peak usage queuing times
- To ensure safety for residents and BCC/Veolia workforce on site
- To provide contingency for increased inputs (such as seasonal green increase)
- To increase user satisfaction and maximise throughput

ACTIONS TO BE IMPLEMENTED PRIOR TO EASTER (APRIL 2015)

1. ADDITIONAL CAPACITY

Issue	Site	Description	Benefits	Action being taken	Outcome
Additional capacity at current facilities (Green waste)	Lifford Lane Perry Barr Tyseley	<p>Priority access points / lanes for green waste only</p> <p>Lifford Lane – Utilise the newly acquired site which has been acquired to create additional capacity for this purpose (adjoining Lifford Lane).</p> <ol style="list-style-type: none"> 1. New Ebury Road site – 7 day week 2. Continue Green only lane in the Depot - weekends <p>Perry Barr – green only lane (weekends only) – bay at the rear of the site. Manned up to manage traffic (Veolia plan). Relocate staff car park for this</p>	<p>Removes green waste from main HRC</p> <p>Speeds up access for green waste customers and HRC users</p> <p>Provides an alternative facility for residents</p>	<p>Action by : BCC (FWM) and Veolia</p> <p>These lanes would divert green waste only loads into separate discharge areas avoiding the main HRC thus reducing load on the HRC and giving green waste only priority discharge (encouraging green waste delivery).</p> <p>In all cases a strict no other waste rule is required. No exceptions. Mixed loads would be directed to HRC to tip as normal.</p> <p>Throughput in HRC should be quicker as no green waste only loads would be accepted</p>	<p>Update : 2-2-15 - Ebury Road being worked on and made good for the new service to start. Awaiting quote from Veolia for the additional manning costs. Lifford Lane (green only), Perry Barr and Tyseley arrangements all in place.</p> <p>Update : 12-2-15 - Plan received for Lifford Lane (Options A+B), Perry Barr and Tyseley.</p> <p>Going with Option A for Lifford Lane (exact costings to be firmed up as to whether we use skips/bays) but indicative costs available. Achievable by Easter</p> <p>Option B would need to obtain a full waste permit from application so this is not feasible in the timescales</p>

		<p>Tyseley – utilise the staff carpark. Carpark to be relocated to unit on James Road (Veolia to action). 7 days overspill for green</p> <p>Caste Bromwich – as is</p> <p>Norris Way – encourage (through comms) redirection to Perry Barr additional facilities</p>		<p>thus reducing traffic throughput.</p> <p>Provide Saturday / Sunday.</p>	<p>Perry Barr – plan would work and is agreed. Utilise for 7 days per week</p> <p>Tyseley – plan would work and is agreed. Utilise for 7 days per week</p> <p>NB. These options approximately double the current capacity to increase throughput and offer options to residents</p> <p>Changes communicated through posters and leaflets at the HRCs – drafted and produced.</p> <p>26/2/15, 19/3/15, 1/4/15, 16/4/15 – proposal reported to Weekly Waste meeting with an update</p> <p>IMPLEMENTED</p>
Implement additional sites	ALL	Provide additional temporary sites across the City	<p>This could relieve pressure upon existing sites and provide an alternative for residents closer to their homes</p> <p>Encourage responsible green waste disposal</p>	<p>Action by : BCC (FWM/Planning and Veolia)</p> <ul style="list-style-type: none"> • Planning has been tasked with identifying suitable sites. • Utilise sites identified as part of previous contingency exercise (to be updated). <p>There would be planning challenges with introducing</p>	<p>Update : 2-2-15 - Additional site being worked up – separate briefing available. Discussions taken place with Veolia regarding setting up, running and costs involved in an additional site. Awaiting quote from Veolia for the additional manning costs.</p> <p>Update – 12-2-15 - Following discussions with the Environment Agency, any new site (without an existing waste management permit) will require a standard rules permit to</p>

				<p>additional sites.</p> <p>There would be waste permitting challenges with introducing additional sites.</p> <p>There would be an additional cost in the form of x3 employees, estimated at a nominal £100/man/day based on a c. 8 hour day. i.e. £300/day/site, plus an additional notional charge for use of any of Veolia vehicles (primarily fuel costs). ????</p> <p>This could cause confusion with the public being uncertain where to visit and when. Good, clear advance communications would be required.</p>	<p>be issued, due to presence of biodegradable waste, this requires a consideration period of 4 months by the EA once duly made. Be aware that they are not always on time with these periods depending on workload, plus may revert with further or clarifying questions which can start to add significantly to timeframes - especially if third parties object (which is always possible with a new waste management facility).</p> <p>It is not possible to deliver a new site this season, however, the other improvements under “additional capacity at current facilities” it is envisaged that these will significant improve matters.</p> <p>26/2/15, 19/3/15, 1/4/15, 16/4/15 – proposal reported to Weekly Waste meeting with an update</p> <p>NOT IMPLEMENTED – AGREED TO SUSPEND AT WEEKLY WASTE MEETING. GO WITH PROPOSALS UNDER ADDITIONAL CAPACITY</p>
--	--	--	--	--	---

REDUCE DEMAND

Issue	Site	Description	Benefits	Action being taken	Outcome
Extend Opening Hours	All	Extend opening hours at weekends	Potentially provides better management of loading on site. Requires public to be directed to use longer hours rather than peak times as currently limited use of late nights during the week	<p>Action by : BCC (FWM) and Veolia</p> <p>Opening hours to be extended on Saturdays and Sundays to 8am – 8pm. Summer hours for 7 days per week.</p> <p>This is subject to agreement from the EA – not expected to be withheld. Done through overtime for existing staff</p> <p>Approximate cost would be £27 / site / 30 minutes extra opening / day. ie. it would cost £135 / day for an extra 30 minutes opening on all sites ????</p>	<p>Update : 2-2-15</p> <p>Veolia made the necessary arrangements. Additional costs to be provided to BCC</p> <p>Update : 12-2-15</p> <p>This is being actioned from March (when the summer opening hours commences).</p> <p>26/2/15, 19/3/15, 1/4/15, 16/4/15 – proposal reported to Weekly Waste meeting with an update</p> <p>IMPLEMENTED FOR 3 SUPER SITES</p>
Traffic Counters	ALL	Utilisation of the data from the traffic counters installed on all sites to allow the website to be updated for peak times – Red, Amber, Green times at each site	<p>This will allow on-going monitoring of volumes and usage levels including peak periods.</p> <p>Reduce usage of the site at the busiest times</p>	<p>Action by : Veolia and BCC</p> <p>Veolia to provide separate proposal to be submitted with costs</p>	<p>Update : 2-2-15</p> <p>Data has been analysed and this will be loaded onto the Veolia website for access by residents</p> <p>Update : 12-2-15</p> <p>Waste Stream visibility for all sites has been worked up and this is possible. A snapshot will be taken every 5 (approx.) minutes and then a flag of the status (depending on how</p>

					<p>busy, how many vehicles in site) will be posted.</p> <p>IMPLEMENTED</p>
Prevent usage by non-Birmingham residents/traders	ALL	Stop usage of the site by any other than residents, FWM or Veolia	Ensure only essential vehicles are utilising the site	<p>Action : FWM/Veolia Urgently consider following options :</p> <ol style="list-style-type: none"> 1. Improve postcode rejection – strictly adhered to 2. Consider alternative scheme (production of Council Tax bill) – residents have to produce and barcode is scanned 3. Installation of ANPR cameras – approval for installation 4. Not allowing other Council’s residents in (agreements) 5. Reducing number of van permits from 12 to 6 (green exempt) OR 6. Site specific for vans OR 7. Van only days/times Sunday morning at quietest site 8. Charity pass vehicles at non-peak times only and at specific site 	<p>Update : 2-2-15</p> <p>Options are being worked through</p> <p>ANPR quote has been received – approx. £60k (not including any other SB costs if these were applicable)</p> <p>Update : 12-2-15</p> <p>Preferred option to speed up with action (with causing undue negative publicity and cost) is to request the production of a Birmingham residents Council Tax bill from 1 April 2015</p> <p>We will have to be lenient at first to allow for residents to remember to bring them.</p> <p>This will be communicated out through posters and leaflet at the HRC. DRAFT is being drawn up</p> <p>26/2/15, 19/3/15, 1/4/15, 16/4/15 – proposal reported to Weekly Waste meeting with an update</p> <p>NOT IMPLEMENTED – AGREED TO</p>

				NB. There may be some negative publicity around these temporary arrangements, which need to be fully considered	SUSPEND AT WEEKLY WASTE MEETING.
Consider Webcam installation	ALL	Install Webcam facility so that residents that view (on line) the queues before they leave for the HRC	Reduce congestion Allow residents to check for themselves and make a self-informed decision	Action by : Veolia/FWM Quote received – approx. £10k per site	Update : 2-2-15 Quote received from Veolia – approx. £2k Update : 12-2-15 - See traffic counters above 26/2/15, 19/3/15, 1/4/15, 16/4/15 – proposal reported to Weekly Waste meeting with an update IMPLEMENTED

2. SAFETY

Issue	Site	Description	Benefits	Action being taken	Outcome
Traffic Markings	Lifford Lane	Continue with the water filled type barriers to prevent southbound through motorists overtaking queuing vehicles, onto the wrong side of the road.	Avoid overtaking traffic both ways which has been causing a problem and potential safety hazard. To enforce further control of the traffic.	Action by : BCC (FWM and Highways)	Update : 2-2-15 IMPLEMENTED
Cameras on vests	ALL	Consider Veolia staff having cameras on their vests to reduce the likelihood of assault	<ul style="list-style-type: none"> • Safety for on site staff • Keep situation calm • Improve customer experience for all 	Action by : Veolia to consider	Update : 2-2-15 - Awaiting quote and decision from Veolia NOT IMPLEMENTED – DUE TO POTENTIAL ANTAGONISATION TO

			<ul style="list-style-type: none"> Speed up throughput 		WORKFORCE
--	--	--	---	--	-----------

3. COMMUNICATIONS/PROMOTION

Issue	Site	Description	Benefits	Action being taken	Outcome
Information Signage on entry to HRC	All	Install signage on access roadways at each site to inform users of peak times, how to speed up throughput, van + trailer access	<p>Manages usage volumes to reduce demand at peak times.</p> <p>Ensure public fully informed</p>	<p>Action by : Veolia</p> <p>Veolia to produce</p>	<p>Update : 2-2-15</p> <p>Work on this has commenced but cannot be completed until we know which of the above actions we are implementing. Veolia will provide this information.</p> <p>Update : 12-2-15</p> <p>DRAFT poster and leaflet being produced to communicate out about extended opening hours, webcam facility, app facility, additional facilities/capacity on site</p> <p>IMPLEMENTED</p>
Information to users regarding the green waste service	All	Leaflets to be handed out to inform/remind residents of the green waste service and how to sign up	<p>Promote service</p> <p>Ensure public fully informed</p>	<p>Action by : BCC and Veolia</p> <p>FWM to get additional leaflets to be handed out at the HRCs</p>	<p>Update : 2-2-15</p> <p>At each site 2 banners have been provided and have been displayed since 1.1.2015, in addition we have provided the poster to be displayed in the A1 frames.</p> <p>Update : 12-2-15</p> <p>We have some sales leaflets stored at</p>

					<p>Montague Street Depot that we intend to deliver to the HRC sites (w/c 9-2-15). We intend to provide a further supply before Easter Bank Holiday. Veolia staff at the HRC sites will issue the sales leaflet as appropriate and walk any queues in the same way as we did last season</p> <p>IMPLEMENTED</p>
<p>Clear Information on Webpages (esp. in relation to sites open until 8pm)</p>	-	<p>Clear information on webpages regarding access times, peak hours, time saving tips</p>	<p>Manages usage volumes to reduce demand at peak times.</p> <p>Ensure public fully informed</p>	<p>Action by : Veolia</p> <p>Veolia to produce</p> <p>See webcam installation and traffic counters options above</p>	<p>Update : 2-2-15 - Veolia to update website</p> <p>Update : 12-2-15</p> <p>See traffic counters and webcam above – information will be posted on the website about current usage</p> <p>IMPLEMENTED</p>



Economy, Skills & Sustainability O&S Committee: Work Programme 2015/16

Chair: Cllr Victoria Quinn

Committee Members: Cllrs Caroline Badley, David Barrie, Jerry Evans, Des Hughes, Timothy Huxtable, Ziaul Islam, Merion Jenkins, Josh Jones, John O'Shea, Habib Rehman and Claire Spencer

1 Meeting Schedule

Date	What	Officer Contact / Attendees
19 th June 2015 (informal) 1000 hours Committee Room 6	Scrutiny Update	Emma Williamson, Head of Scrutiny Services
	Work Programme discussion including: Updates from Waheed Nazir on Planning and Regeneration issues and Anne Shaw on Transportation matters and Councillor Penny Holbrook on the Skills and Learning agenda	Benita Wishart/Baseema Begum, Scrutiny Office
10 th July 2015 1000 hours Committee Rooms 3&4	Virgin Trains: West Coast Main Line Franchise	Phil Cavender, Route Director/ Annabel Gaba, Head of Public Affairs, Virgin Trains Communications
	Super September: Grand Central/New St Station Opening	Jacqui Kennedy, Acting Director for Place Others TBC
	Cabinet Member for Skills, Learning and Culture – Update on Culture agenda	Cllr Penny Holbrook Jon Lawton, Cabinet Support Officer
16 th October 2015 1000 hours Committee Rooms 3&4	Movement for Growth: The West Midlands Strategic Transport Plan - Public Consultation Draft	Laura Shoaf, Strategic Director for Transport and Jake Thrush, Transport Strategy Manager, ITA
	Public Realm – The City's Streets, Squares & Spaces	Waheed Nazir, Director of Planning & Regeneration & Craig Rowbottom, Principal Development Planning Officer
	Birmingham Youth Promise	Councillor Penny Holbrook, Cabinet Member Shilpi Akbar, Assistant Director, Employment



Date	What	Officer Contact / Attendees
23rd October 2015 1000 hours Committee Rooms 3&4	Consultation with Committee on the Road Safety Strategy	Philip Edwards, Head of Growth & Transportation and David Harris, Transportation Policy Manager
	Birmingham Cycle Revolution - Miles Covered: Investigatory session to develop TOR to update the Changing Gear Report including Bike Life Report	Councillor Lisa Trickett, Cabinet Member Anne Shaw, Head of Transportation Services Varinder Raulia, Head of Infrastructure Projects Andy Middleton, Cycling Programme Manager Yvonne Gilligan, Sustrans
13th November 2015 1000 hours Committee Rooms 3&4	Rockefeller 100 Resilient Cities Challenge	Nick Grayson, Climate Change and Sustainability Manager
	Highways Challenges Around Major City Events	Deputy Leader Cabinet Member for Development, Transport and the Economy BCC Highways, Transportation & Major Events
11th December 2015 1000 hours Committee Rooms 3&4	Cabinet Member for Sustainability	Cllr Trickett, Cabinet Member
	Tracking Report for From Waste to Resource	Jacqui Kennedy, Acting Director for Place/ Chloe Tringham, FWM
	Tracking Report for Household Recycling Centres	Chloe Tringham, Fleet and Waste Management
	Business Improvement Districts	Deputy Leader (tbc) Cabinet Member for Development, Transport and the Economy (tbc) Sharon Freedman, Assistant Director Regeneration Paul Faulkner, Chief Executive, B'ham Chambers of Commerce
15th January 2016 1000 hours Committee Rooms 3&4	Skills Investment Plan	Jane Newman, Employment Development Manager
	Severn Trent Water – Birmingham Resilience Project	TBC



Date	What	Officer Contact / Attendees
	Flood Risk Management and Response Annual Report	Clive Wright, Drainage and Flood Risk Manager
12th February 2016 1000 hours Committee Rooms 3&4	Cabinet Member for Development, Transport and the Economy	Chris Brockie, Cabinet Support Officer
	Local Centres update (TBC)	TBC
11th March 2016 1000 hours Committee Rooms 3&4	TBC	
15th April 2016 1000 hours Committee Rooms 3&4	TBC	

2 To Be Scheduled

2.1 The following items could be scheduled:

- Waste Strategy – November 2015?
- Green Commission – carbon reduction citywide
- Work Programme Providers
- Greater Birmingham & Solihull LEP: employment, skills and Growth Deal opportunities
- Housing Strategy/ Affordable housing/ Sustainable Urban Extension
- Technical City Enterprise Zone
- Greater Birmingham Growth Hub
- Update on the Enterprise Zones and lessons learned
- HS2 with reference to the Skills agenda

3 Other Meetings

16 th October	1.30 – 3.30pm	Visit to Virgin Trains HQ to learn about their skills and employee development practices and opportunities.
--------------------------	---------------	---

Call in Meetings

29th May 2015	Westside Bid	Decision: Not Called-In
---------------	--------------	-------------------------



Petitions

*None
scheduled*

Councillor Call for Action requests

*None
scheduled*

It is suggested that the Committee approve Friday at 10.00am as a suitable day and time each week for any additional meetings required to consider 'requests for call in' which may be lodged in respect of Executive decisions.

4 Forward Plan for Cabinet Decisions

The following decisions, extracted from the Cabinet Office Forward Plan of Decisions, are likely to be relevant to the Economy, Skills & Sustainability O&S Committee's remit.

Reference	Title	Portfolio	Proposed Date of Decision
000302/2015	Longbridge Connectivity Package 08 Dec 15	Development, Transport & the Economy	08 Dec 2015
000712/2015	GBSLEP Local Growth Fund; Unlocking Housing	Development, Transport & the Economy	08 Dec 2015
000879/2015	Contract Award - Final Phases of Perry Common Housing Redevelopment	Development, Transport & the Economy	08 Dec 2015
000839/2015	Advanced Manufacturing Supply Chain Initiative (AMSCI)	Leader	08 Dec 2015
000970/2015	New Street Gateway Update	Leader	08 Dec 2015
000313/2015	Birmingham Cultural Strategy 2015-19	Skills, Learning & Culture	08 Dec 2015
000955/2015	Support to the Arts 2016-17	Skills, Learning & Culture	08 Dec 2015
000572/2015	Commissioning Strategy for the Management of Construction and Building Related Services PUBLIC	Commissioning, Contracting and Improvement	26 Jan 2016
000246/2015	HS2 Programme Delivery Plan and Resource Requirement	Deputy Leader	26 Jan 2016



Reference	Title	Portfolio	Proposed Date of Decision
000224/2015	Transportation and Highways Capital Programme 2015/16 to 2017/18 Programme Definition Document	Development, Transport & the Economy	26 Jan 2016
000312/2015	Ashted Circus Pinch Point	Development, Transport & the Economy	26 Jan 2016
000315/2015	Iron Lane – Stechford Junction Improvements – Full Business Case	Development, Transport & the Economy	26 Jan 2016
000316/2015	Battery Way Extension	Development, Transport & the Economy	26 Jan 2016
000329/2015	Sutton New Hall Cemetery Development - Phases 2 and 3	Development, Transport & the Economy	26 Jan 2016
000811/2015	Jewellery Quarter Cemeteries: FBC and Heritage Lottery Fund grant acceptance	Development, Transport & the Economy	26 Jan 2016
001093/2016	ERDF Business Growth Programme (BGP) - Acceptance of Offer Letter	Development, Transport & the Economy	26 Jan 2016
001097/2016	ERDF Property Investment Programme (PIP) Acceptance of Offer Letter	Development, Transport & the Economy	26 Jan 2016
000295/2015	ESF - Youth Employment Initiative	Skills, Learning & Culture	26 Jan 2016
000223/2015	Birmingham Community Energy Company	Sustainability	26 Jan 2016
000934/2016	Local Growth Fund Transport and Connectivity Hagley Road SPRINT Scheme	Development, Transport & the Economy	16 Feb 2016

