

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE

WEDNESDAY, 25 SEPTEMBER 2019 AT 10:00 HOURS
IN COMMITTEE ROOM 2, COUNCIL HOUSE, VICTORIA SQUARE,
BIRMINGHAM, B1 1BB

A G E N D A

1 NOTICE OF RECORDING/WEBCAST

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

2 DECLARATIONS OF INTERESTS

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

3 APOLOGIES

To receive any apologies.

3 - 8

4 SUSTAINABILITY & TRANSPORT O&S COMMITTEE ACTION NOTES

To confirm the Action Notes of the meeting held on the 24th July 2019.

9 - 22

5 CLIMATE CHANGE EMERGENCY - INITIAL DISCUSSION TO DISCUSS COUNCIL DIRECTORATE KEY POLICIES, PLANS AND FUTURE PROPOSALS

Ian MacLeod, Assistant Director, Planning; Sylvia Broadley, Air Quality Manager; Uyen-Phan Han, Planning Policy Manager; Darren Share, Assistant Director, Street Scene; Julie Griffin, Acting Assistant Director, Housing

6 **TRACKING REPORT - BIRMINGHAM TREE POLICY INQUIRY**

Simon Needle, Principal Arboriculturist/ Principal Ecologist

7 **SUSTAINABILITY & TRANSPORT O&S COMMITTEE WORK PROGRAMME**

For discussion.

8 **DATE OF FUTURE MEETINGS**

To note the date and time of future meetings in the Council House as follows:-

16 October, 2019	Room 6
20 November, 2019	Room 2
18 December, 2019	Room 2
15 January, 2020	Room 2
19 February, 2020	Room 6
18 March, 2020	Room 6
15 April, 2020	Room 6

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 Chairman jointly with the relevant Chief Officer has authority to act on behalf of the Committee'.

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT O&S COMMITTEE

1000 hours on 24th July 2019, Committee Room 6 – Actions

Present:

Councillor Liz Clements (Chair)

Councillors Olly Armstrong, Zaker Choudhry, Eddie Freeman and Timothy Huxtable.

Also Present:

Councillor Jon Hunt

Councillor Waseem Zaffar, Cabinet Member Transport & Environment

Mel Jones, Head of Transport Planning and Network Strategy, BCC

Alison Kennedy, Principal Transport Policy Officer, BCC

Andy Middleton, Project Manager, BCC

Peter Parker, Head of Infrastructure Delivery, BCC

Anne Shaw, Director of Network Resilience, Transport for West Midlands (TfWM)

Baseema Begum, Scrutiny Officer

Rose Kiely, Overview & Scrutiny Manager

1. NOTICE OF RECORDING/WEBCAST

The Chair advised those present that the meeting would be webcast for live and subsequent broadcast via the Council's Internet site and that members of the press/public may record and take photographs except where there are confidential or exempt items.

2. DECLARATIONS OF INTERESTS

Standing declaration from Councillor Huxtable as a member of the West Midlands Combined Authority's Transport Delivery Committee.

3. APOLOGIES

Councillor Muhammad Afzal.

4. APPOINTMENT OF COMMITTEE AND CHAIR

Noted.

5. ELECTION OF DEPUTY CHAIR

The Chair confirmed that Cllrs Armstrong and Johnson would be joint deputy-chairs for the municipal year.

6. TERMS OF REFERENCE

Noted.

7. SUSTAINABILITY & TRANSPORT O&S ACTION NOTES

The action notes of the meetings held on the 11th April and 10th July 2019 were agreed.

8. DRAFT WALKING AND CYCLING STRATEGY AND LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN CONSULTATION

(See document No.1)

Alison Kennedy highlighted the key points from the presentation that was circulated as part of the agenda pack. In doing so the following points were made:-

- There is a need to look carefully at bus routes and cycling lanes especially where changes to the road layout are required. Many roads in the city would need widening to accommodate and this is not always possible due to the width of the road.
- Cllr Zaffar stated that there is a commitment to increase the number of bus lanes across the city by reallocating space already available and giving priority to buses. This includes creating a separate safe space for cyclists where possible and creating a network similar to the canal network. It would also allow the city to achieve quick wins in tackling inconsiderate parking on the public highway that impacts on the most vulnerable such as those with disabilities.
- A report on active travel released by the Government yesterday highlighted the percentage spend on cycling. In Birmingham 40% of the budget is spent on cycling. To increase and keep the momentum up on getting more people cycling there is a need to secure resources as previously funding for cycling infrastructure and education has come from ring-fenced monies.
- On new developments sustainable transport measures should be included as early as possible at the planning stage. The Development Control section within the Transport & Connectivity team are consulted as part of the process in the assessing of planning applications. However any advice given can only be

taken forward by planning officers. The Birmingham Transport Plan currently being drafted will provide a more robust process to challenge decisions made.

- Could reconsideration be given to increasing the percentage of Community Infrastructure Levy (CIL) given to wards so that local councillors and residents can allocate to more sustainable forms of travel?
- The school streets pilot programme (currently only 6 schools) is due to commence in September 2019 aimed at encouraging children and parents/carers to walk to school by excluding cars within a particular zone. The pilot is being delivered by Living Streets in conjunction with Transport for West Midlands and has been offered to schools across the city.
- An increase in funding is needed to roll-out the programme to all schools. It does require a staff resource from schools interested in the programme and this is not always possible due to staffing capacity. Currently there is limited funding so the schools in the pilot have been selected carefully and funded through the safer routes to schools budget. The school streets pilot will need to be monitored carefully to see if it has had an impact on the air quality around schools as well as other impacts such as a change in travel behaviour and modal shift.

RESOLVED:-

1. Cllr Huxtable to be provided with more information on allocation of CIL monies in wards for more sustainable transport measures.
2. Cllr Huxtable requested further information the school streets project specifically which of the 6 schools in the pilot project are being supported by Living Streets.

9. QUARTERLY UPDATE ON THE A34 PERRY BARR HIGHWAY INFRASTRUCTURE CONSULTATION

(See document No. 2)

Cllr Zaffar talked Members through the key points in the presentation circulated to the Committee.

During discussion with Members the following points were made:-

- The impact of the proposed work in the Perry Barr area are far-reaching and the parameters of consultation have been a cause for concern. There is a need to run the consultation and engagement in parallel.
- There will be a negative impact on bus users in the area and therefore National Express West Midlands (NXWM) as a major stakeholder need to be consulted with as concerns were raised in a meeting with Cllr Hunt.
- Cllr Zaffar confirmed that he had met with NXWM last week and he was aware of the concerns raised. Reliability for bus users in the 18-24 months on construction phase to deal with the 475,000 passengers is of huge importance. He added that an engagement plan is in place for all stakeholders.

Anne Shaw, Director of Resilience gave a presentation covering areas of work that the West Midlands Combined Authority (WMCA) are responsible for. During the presentation and discussion the following points were made:-

- WMCA work with the City Council, contractors and project teams (for example engagement with NXWM goes through the Council's team) to ensure effective co-ordination of delivery plans. This is where issues are pre-empted as far as possible and dealt with before they become a concern.
- Cllr Hunt queried why the transport plan was not part of the planning application presented at Planning Committee and noted the importance of including traffic diversions to be put in place in reports being agreed by Cabinet.
- It was confirmed that the Leader had presented a full business case at a meeting of the Cabinet that sets out the framework for the works. Once the contractor has been appointed to build the scheme then further details will be available and then finalising of the traffic arrangements can be done. These details can be provided when they are available including any tender information that can be shared publically and is not commercially sensitive.
- In terms of more cycling and walking spaces/infrastructure it was confirmed that an extension to the Birmingham Cycling Revolution (BCR) route from Heathfield Road in Lozells to Perry Barr on the eastern footway is planned. This cycle route is segregated from other traffic for the most part. Priority to cyclists is also being given on side roads. The Aldridge Road is to be closed off to general traffic and the public realm will be only for buses, cycling and walking. Cycling routes to Perry Barr One Stop shopping centre and Birchfield Island will all include and increase walking options. Bus diversion and how this will work practically will be worked through bus priority measures with different routes into the city centre being assessed. Work is also being undertaken with Highways England to help manage construction across the wider area.
- There is a lot of work going into promoting the Commonwealth Games as a 'public transport' games to help people choose sustainable modes of travel. Park and Ride options at Junction 7 will be delivered as part of work on SPRINT Bus routes. Work is also taken place on the Games with neighbouring authorities (Sandwell and Walsall).
- A number of other schemes to improve connectivity and safety along key route networks are in place across the city and will be delivered in the period up to 2026.
- It is very helpful for people to see how the plans will work now that designs have been agreed and ensure that a lasting community is created as part of all the work.
- Sustainable inclusive growth is key with more options and additional public transport to improve employment options.

RESOLVED:-

1. Cllr Zaffar to provide Cllr Huxtable with a response to his query on if it is theoretically possible to consider a phased approach and separate the funding packages relating to the possibility of going ahead with work on the Birchfield Road island and not the Flyover once feedback from the consultation has been considered.

10. DATE OF FUTURE MEETINGS

Noted.

11. SUSTAINABILITY & TRANSPORT O&S COMMITTEE WORK PROGRAMME

(See document No. 3)

The Chair, Cllr Clements outlined the future work programme and added two items for consideration:

- Looking at the Commonwealth Games Village from a sustainability point of view.
- Considering issues with the Veolia waste contract and how the City Council will manage exiting the contract in light of the Council's commitment to address the climate change emergency.

12. REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS (IF ANY)

None.

13. OTHER URGENT BUSINESS

None.

14. AUTHORITY TO CHAIRMAN AND OFFICERS

Agreed.

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 12:22 hours.

Climate Emergency
Report to Transport and Environment Scrutiny Committee
Inclusive Growth Directorate
25 September 2019

Introduction

The Climate Crisis is an existential threat that requires us to change the way we invest in, grow and sustain our cities and regions. The environment, economy and communities will be severely affected without significant changes in the way we work, move around and live.

Delivering cleaner and more sustainable growth by transitioning to a low carbon economy is widely acknowledged to bring about major economic benefits as well as limiting the city's impact on climate change and contributing to health and social objectives.

This briefing note focuses on the existing and planned policies and activities within the Inclusive Growth Directorate (planning, energy and sustainable transport) which would contribute to addressing climate change. It does not cover all of the Council's strategies and activities such as those being delivered by other Directorates; these are subject to separate reports to the Committee. .

Context

In 2013, the Council set its own ambitious target of 60% reduction in carbon emissions by 2027. This represents a reduction from 6.874m tonnes baseline in 1990 to 2.750m tonnes by 2027. Following a full Council motion on the 11th of June 2019, the carbon reduction goal was updated to net zero carbon by 2030.

The Council currently monitors carbon reduction data which shows that Birmingham's CO₂ emissions have decreased by 38.6% against a 1990 baseline. The main source for carbon emissions data is reported via the Government retrospectively every 2 years. Current data for Birmingham shows that the total CO₂ emissions for **2017 was 4.222m tonnes**, where:

- 34.4% of emissions were domestic;
- 33.8% from industry and commercial sectors; and
- 31.8% from transport.

Recent analysis of energy mapping work undertaken indicates that around 82MWe (mega watts of energy) of renewable energy is generated in the city from a range of sources including anaerobic digestion, combined heat and power, energy from waste,

photovoltaics, heat pumps and more. 52MWth useable heat generation. Included in the above, 7.9MWp is generation capacity of solar PV installed distributed across the city. Predicted renewable energy requirements indicate a level of at least 444MW.

The challenge

Achieving net zero carbon emissions in Birmingham by 2030 will require fundamental changes to the way all people live. It will also be heavily dependent on national government intervention and its target which is currently net zero by 2050. A net zero carbon city will mean, as a minimum, that:

- All buses, taxis, HGVs, cars would need to be zero emission including the existing fleet. Petrol and diesel cars would not be permitted.
- The train network would need to be to be fully electrified.
- The development and regeneration of all buildings would need to be zero carbon.
- Our waste strategy would need to change to divert all waste into energy production – current capacity at Tyseley is 10 MW against the required target of at least 444MW.
- Nationally there would need to be significant intervention to increase off shore and on shore wind turbines and nuclear power.
- All homes would need to be insulated to reduce thermal loss by a minimum of 75%.
- Gas supply to homes would cease (electric only) currently less than 10%.
- Average room temperatures would need to be from 18 degrees to 16 degrees.
- A significant drop in heating and cooling demands from commercial premises and 100% reduction in gas usage.

Existing and emerging policy framework

The Birmingham Development Plan (2017) - sets out a development strategy and planning policies to promote a sustainable, inclusive and connected city. Policies of relevance are:

- BDP Policy TP1 Reducing the City's Carbon Footprint provides an overarching policy which seeks to reduce the City's carbon footprint by 60% by 2027. This is an accelerated commitment compared to the current government target which requires a 22% reduction by 2022 and an 80% reduction by 2050. This has since been superseded by the net zero by 2030 target.
- BDP Policy TP2 Adapting to Climate Change sets out measures that can help to adapt to the impacts of climate change including the management of flood risk and promoting sustainable drainage systems (Policy TP6); Promoting and enhancing a green infrastructure network in the City (Policy TP7); Protecting the natural environment and promoting and enhancing biodiversity and ecosystems (Policy TP8); Encouraging greater resilience to extreme weather conditions in the built environment

and to transport, energy and other infrastructure; Minimising the impact of overheating.

- BDP Policy TP3 Sustainable Construction expects new development to be designed and constructed in ways which will maximise energy efficiency and the use of low carbon energy; conserve water and reduce flood risk; consider the type and source of the materials used; minimise waste and maximise recycling during construction and operation; be flexible and adaptable to future occupier needs; and incorporate measures to enhance biodiversity value.
- BDP Policy TP4 Low and Zero Carbon Energy Generation requires new developments will be to incorporate the provision of low and zero carbon forms of energy generation or to connect into low and zero carbon energy generation networks where they exist, wherever practicable and unless it can be demonstrated that the cost of achieving this would make the proposed development unviable.
- BDP Policy TP5 supports the transition to a low carbon economy, particularly supporting low carbon vehicle technologies, new technologies for the sustainable management of the City's waste and Low carbon design and construction.
- The Council's Local Validation Requirements for Planning Applications requires applicants to submit a Sustainable Construction Statement and an Energy Statement for major applications (10+ dwellings or 1,000 m2) to demonstrate policy compliance. A Guidance Note has been prepared to support the application of the policies.
- BDP Policies TP38 -41 promotes sustainable transport systems including cycling and walking.

Birmingham Connected - seeks to reduce the impact and minimise the contribution of the city's transport to climate change by introducing controls on most polluting vehicles, reducing traffic (through parking controls and reallocation of road space), providing more sustainable alternatives (public transport, walking and cycling) and encouraging people to reduce, remode, retime and reroute their journeys.

Other key policies/ strategies currently **in development**:

The Development Management in Birmingham DPD - proposes a new policy in relation to parking and servicing which seeks to promote sustainable transport choices and reduce reliance on the private car for work and other journeys. Revision of the city's Parking SPD will see significantly reduced parking standards for new development in the city centre and in areas with good public transport connectivity. The Draft Parking SPD will be reported to Cabinet in October for consultation on the document to take place in Nov-Dec 2019.

Birmingham Transport Plan – will set out a bold approach to reducing transport emissions; by reallocating road space, transforming the city centre, promoting active travel and managing demand through parking.

Birmingham Parking Supplementary Planning Document – will support the Birmingham Transport Plan through clear parking management policies and standards, based on accessibility.

Birmingham Walking and Cycling Strategy, Local Cycling and Walking Infrastructure Plan – will set out a co-ordinated approach to enabling, developing and inspiring more walking and cycling in the city, and set out network plans for future cycling infrastructure and focussed walking investment.

Birmingham Transport Space Allocation toolkit – will provide practical guidance on assessment and review of schemes to ensure that there is better provision for more resource-efficient and environmentally sustainable modes of transport.

Birmingham Clean Air Strategy – sets out six pledges; introduce a Clean Air Zone; prioritise public transport, cycling and walking; work with schools to reduce children's exposure to air pollution; expand air quality monitoring; tackle building emissions; work in partnership and provide leadership.

Birmingham Blue Print - sets out the strategy for the level of the low/zero emission re-fuelling infrastructure required in Birmingham, to enable transport meet/contribute towards the overall 60% carbon reduction requirements by 2027. Zero emission re-fuelling includes electric and hydrogen, low emission re-fuelling includes compressed natural gas, bio-diesel and liquid petroleum gas.

Existing and planned Project and Programmes

Green Travel Districts – The concept of Green Travel Districts was first outlined in Birmingham Connected as a strategic, holistic and multi-modal partnership approach to reducing single occupancy car trips. Our experience of piloting this approach in a number of locations across the city over the last few years has shown there is a need for the coordination of different interventions across a variety of settings and that this needs to be adequately resourced. The aspiration to develop Green Travel Districts in key growth areas and local centres across Birmingham remains and will be prioritised for identified areas including Perry Barr, Sutton Coldfield and East Birmingham. This work will be overseen by a new Green Travel taskforce providing strategic leadership, a forum for stakeholder engagement and facilitating opportunities for support and networking across the city.

Ultra-low and Zero Emission Refuelling Infrastructure Development - to support the transition of transport to ultra-low and zero emission vehicles and supporting business fleet transition to low/zero emission vehicles through online support (development of

BusinessBreathes.co.uk) and accessing government grants to support take up of zero emission vehicles and retrofit of existing. Supporting low carbon vehicle technologies and the use of renewable energy through the development and deployment of a comprehensive EV charge point network for taxis, public accessibility and for commercial vehicles from vans to heavy goods vehicles (HGVs). 36 private & public electric vehicle charging points have been installed within the wider city, with a forthcoming programme to add a further 197+ charging points to focus on electric taxis, public charge point accessibility and electric commercial vehicles. The Council is also currently procuring up to 22 hydrogen buses to be in operation by 2020 within the City, using renewable energy to produce the hydrogen fuel on site at the re-fuelling hub at Tyseley Energy Park.

Car Club Scheme - Delivering Council's car club scheme (operated by Co-Wheels) with low emission vehicles. At present there are 20 low emission cars available across the city which members can borrow instead of having to buy their own car. As well as our cars in South Birmingham, Co-wheels will be expanding to operate from 10 fixed bays in the city centre, taking over from the current operator Enterprise Car Club. Co-wheels will also be setting up new 'floating' bays operating from named streets but without a fixed parking spot. Car clubs have a role to play in supporting a number of the council's objectives for transportation, regeneration, climate change and sustainability, and are supported within the Local Transport Plan, the Climate Change Action Plan, the Low Carbon Transport Strategy and the Birmingham Connected.

Clean Air Zone - Introducing the Clean Air Zone within the city centre will also support the transition from carbon intensive diesel and petrol vehicles to ultra-low and zero emission vehicles. Working with the private sector to accelerate the development of retrofit solutions for public and private sector vehicles to enable Clean Air Zone compliance.

Birmingham District Energy Company - Birmingham District Energy Scheme is the largest low carbon heating network in Birmingham. It is owned, operated and developed by ENGIE through a partnership with Birmingham City Council, Aston University and Birmingham Children's Hospital under the name of Birmingham District Energy Company (BDEC). BDEC supplies low carbon, low cost energy to major energy consumers across the city centre. The scheme makes use of highly efficient large-scale combined heat and power (CHP) technologies across 6 energy centres, and uses conventional boilers for 'top up', standby and increased resilience. The network currently provides 60,000MWh of heat, 47,000MWh of electricity and 8,000MWh of chilled water per annum, with a 12km network infrastructure. A strategy to introduce lower cost and lower carbon technologies for future generation and growth may also incorporate technologies such as heat pumps, fuel cells and waste heat sources. To date there has been £17m worth of investment, a total of £6.4m of energy savings and 120,000+ carbon tonnes saved. Due to the cities development growth and climate change commitments the potential growth is forecast at 50MW demand, equating to 88,000 MWh heat per year additional generation, and 26,000 carbon tonnes per year based on current technologies. The next step is to clarify the direction of the Council's future contract with BDEC in light of national government timelines on the use of gas.

Birmingham Municipal Housing Trust Building Specification – The BMHT building specification includes energy and water saving measures including:

- Using a fabric first approach to construction.
- Building components to wherever practicable have a rating of “A” as stipulated in The Green Guide to Housing Specification” published by the BRE. Where not practicable to use an “A” rated material, the Employer may consider an alternative which must achieve a minimum “B” rating.
- Air tightness and thermal bridging – every property on the scheme is to achieve an air permeability maximum figure of 3m³/hr/m² @ 50Pa. To ensure best practice in the construction of the properties the design and construction solutions incorporated into the scheme are to comply with the guidance of “Enhanced Construction Details for Thermal Bridging and Air Tightness”, Energy Saving Trust Guide CE302.
- Use of sustainable urban drainage, with a Sustainable Drainage Operation and Maintenance Plan will be required for all major development in Birmingham.
- Reasonable provision must be made by the installation of fittings and fixed appliances that use water efficiently for the prevention of undue water consumption. The potential consumption of wholesome water by persons occupying each dwelling must not exceed 110 litres per person per day (including a fixed factor of water for outdoor use of 5 litres per person per day), calculated in accordance with the methodology set out in “The Water Efficiency Calculator for New Dwellings” by the DCLG.
- All contractors must arrange for the proposed design to be assessed on the National Home Energy Rating (NHER) and provide certification to the Employer, together with an estimate of the annual energy cost. The certificate shall confirm that the property has achieved a minimum rating of 9.0.

Modular Housing - Developing innovative construction methods such as modular construction through the BMHT programme and the requirement for social value actions to address carbon reduction targets from building design, materials used, standards for heating and power through to providing EV charge points.

Partnerships

Energy Capital - Working with regional academic experts, businesses and industry through Energy Capital to understand how the transition to a decarbonised system through ‘Energy Innovation Zones’ can work for the West Midlands.

West Midlands Low Emissions Bus Strategy – Strategic Bus Alliance and TfWM – a regional partnership, where Birmingham has the largest bus fleet, enabling the transition to low and zero emission buses including electric, hydrogen and hybrid buses, with minimum standards set at Euro 6 for diesel (using bio-diesel).

West Midlands Local Transport Plan – will update ‘Movement for Growth’ in context of concerns over climate change, introduction of Clean Air Zones, a shift to the use of low or zero emission vehicles and more regional approach to walking and cycling investment.

West Midlands Air Quality Improvement Programme - Birmingham City Council are partners in the West Midlands Air Quality Improvement Programme –a five-year project to apply environmental science research expertise to improve air quality in the West Midlands, delivering health, economic and environmental benefits. The project is led by the University of Birmingham, in collaboration with over 20 local partners providing direct and in-kind input, and is supported by a £5 million award from the Natural Environment Research Council (NERC).

Next steps

Heating and Powering the City

- Accelerate investment in how we heat and power the city with support to create more local renewable energy, with a first step of working with BEIS to develop a City Decarbonisation Specification – The Department for Business, Energy and Industrial Strategy (BEIS) is seeking to commission a set of studies to define a number of city-region scale decarbonisation delivery plans for the UK’s largest cities to develop credible and deliverable pathways that each location could take to meet the national 2050 zero carbon target as well as advanced timescale zero carbon targets. The decarbonisation delivery plans will identify specific and evidence-based projects and interventions, drawing on UK and international exemplars, which can be taken at by cities and which will form the basis of a phased, time bound and deliverable Decarbonisation Plan to achieve net zero carbon targets. The decarbonisation delivery plans will also need to identify and critically appraise a range of financing and commercialisation options for all the identified interventions and, undertake soft-market testing and engagement with potential partners, and make specific recommendations of how to fund and deliver the identified interventions required to meet the zero carbon targets. This work will be supported by a separate study to identify potential funding, commercialisation and delivery options for the likely interventions, based on existing and new approaches and building on experience within the UK and internationally. As well as providing the results of this study to the cities, the experts will also be appointed to provide bespoke guidance to the cities on which approaches are applicable to the specific projects and interventions they have identified. A bid for Birmingham to act as one of the trail cities for this work was submitted on the 24th of August 2019 to BEIS- we await the outcome of the bid.
- Building upon initial energy mapping work, which identified potential opportunities to be further developed through the BEIS ‘City Specification for Decarbonisation’ – resulting in the development of a City-wide Energy Prospectus to launch the level of

investment required to develop and deliver a Birmingham Energy Plan that addresses key priorities of decarbonisation, energy security and energy efficiency.

Reviewing investment plans and policies

- Review planned Transport, Planning and Energy Investment plans and policies to ensure they are fit to support a transition to a zero-carbon future with Sustainability and Transport Overview and Scrutiny monitoring progress and to provide an update to Council in winter 2019 and annually thereafter.

Working the Climate Taskforce

- Work with the Climate Taskforce in delivering carbon reduction strategies and developments via Planning, Energy and Sustainable Transport actions, in order to contribute towards the corporate development of a Climate Emergency carbon reduction plan and strategy, which is essential to understanding how the City with its wider Stakeholder groups can achieve zero emission targets by 2030.
- Work with the Taskforce to establish the baseline relating to planning and development, energy and transport; review existing measures; evaluate zero emission carbon options and identify priorities.

Working with regional partners

- Work with regional partners in updating 'Movement for Growth' and the 10 year delivery plan, the Cycle Charter and the Bus Network Development Plans, supporting more sustainable transport. Regional programmes and projects include major public transport projects including bus and Sprint priority routes, Metro extensions and new railway stations.

Climate Change Emergency Motion

Sustainability and Transport Overview and Scrutiny Committee 25th September 2019

Street Scene Response – Waste and Energy Investment Plans and Policies

Street Scene has two areas of work that will contribute to the City's aspiration to be zero carbon by 2030, these are the management of waste and operating a large fleet of vehicles.

1. The Vehicle Fleet

The fleet across Street Scene is almost entirely made up of diesel vehicles. The vehicles are used for refuse and recycling collections, street cleansing, road sweeping, grass cutting and grounds maintenance operations.

The largest fleet requirement is within Waste Management where there is a need for 237 heavy goods vehicles. The fleet across Waste Management is aging and a replacement strategy has been approved by Cabinet and a process has started to replace the oldest vehicles first.

As part of this process the service is looking at alternative fuels and the size of vehicle. The market does offer compliant diesel engines, CNG and fully electric options. CNG and electric are fairly new to the UK market and we are currently investigating the practicality of the vehicle and the infrastructure needed to support the fleet.

There are limited options for an alternative fuel for our mid sized fleet. Diesel engines at the Euro 6 standard are the most viable

The collection vehicles will need to compliment the management of waste across the City.

2. The Management of Waste

By investing in existing waste infrastructure across the city, and where possible, locating any new facilities the Council is seeking to minimise "waste miles;" i.e. the distances covered in transporting waste to its final destination for treatment. Furthermore, future maintenance and refurbishment opportunities at the Tyseley Energy Recovery Facility (ERF) will allow the Council to upgrade the plant to ensure that it continues to meet the highest environmental standards, including anticipated changes to the best available technique references due to be updated by the European Commission in late 2019.

The waste hierarchy ranks waste management options according to what is best for the environment. The most preferred option is at the top of the scale and the least favoured options at the bottom. It gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).

The need to reduce carbon emissions is widely acknowledged on a global scale. Birmingham City Council is in an excellent position to help achieve our local contribution to a reduction in carbon emissions and our associated impact on climate change.

The UK management of waste was responsible for around 4 percent of UK greenhouse gas emissions in 2013, with methane being by far the most prominent gas (91 percent). The vast majority of these emissions are from landfill sites. Therefore by minimising waste to landfill we can contribute to climate action.

In 2018-19, 37,779 tonnes of waste were sent directly to landfill primarily due to industrial action (7.73% of municipal waste) and a further 9,208 tonnes of post incineration ash and recycling facility rejects were also landfilled (1.88% of municipal waste), making a total of 46,986 tonnes (9.62% of municipal waste). In the same period, 345,128 tonnes of waste were sent to Energy from Waste or used as bio-fuel (70.65% of municipal waste) of which 77,261 tonnes of post incineration ash and metals were recycled. A total of 183,964 tonnes, including post incineration ash and metals, (37.66% of municipal waste) was recycled or reused in 2018-19.

We currently dispose of around 9.6% of our waste to landfill, which already meets the Government's target for reducing landfill to below 10% by 2035. Whilst this also compares favourably with the average for English disposal authorities (19.7%), there is still room for improvement, with nearly 40 disposal authorities having a lower landfill rate (2015-16). Therefore, landfill diversion options will be considered as part of the Council's ongoing procurement program.

The demands on a city's energy consumption are changing. The demand for electricity is increasing and there is a need to reduce the carbon impact of our energy system. Maximising energy recovery, in the form of heat and electricity, from our waste and then selling it at an affordable rate is one way to meet these challenges.

Increasing recycling across the City is a priority. There is a need to move more of our residual waste to recycling opportunities. The recent DEFRA consultation paper asked the question of the industry to separate waste streams and provide a consistent approach to what can be recycled. Legislation is likely before 2023 to introduce food waste collections and introduce a glass return scheme. This will reduce the waste sent to our Energy Recovery Facility (ERF). The Service is currently procuring a new disposal contract that will increase the recycling opportunity.

The existing disposal contract will continue until 2024 with our primary outlet for residual waste going to our energy recovery facility powered by waste.

ERF includes proven and reliable technologies. It allows recovery of value in the form of heat energy and recycled materials as resources that would otherwise be wasted. ERF can help prevent a UK energy deficit as it is reliable and secure.

ERF facilities are required to meet strict emissions standards under the European Union (EU) Waste Incineration Directive (WID). All ERF facilities need an Environmental Permit from the Environment Agency to operate. The permit controls all operations and will only be granted if the Environment Agency is sure there will be no adverse effects on the local community and environment.

ERF facilities are fitted with advanced technologies that control and monitor emissions. A major part of the plant infrastructure is the air pollution control technology. The extent of 24 hour a day air emission control technology coupled with stringent environmental regulations means ERF facilities are designed and operated to have no significant impact on air quality or health.

As with any combustion process, burning waste in an ERF facility generates carbon dioxide. However given the composition of the waste a significant proportion of the carbon dioxide is from biogenic sources rather than fossil fuels. It is, therefore, estimated that for every tonne of waste combusted in modern ERF plants, over 460kg less of carbon dioxide equivalent is released into the air due to avoided methane from landfilling, fossil fuel power generation, and metals production.

Housing response:

The areas below describe the current Housing related activity:

Asset Management and Capital investment.

The Housing Repairs/Gas and Capital Contracts assist BCC to reduce the Carbon Footprint and hopefully play our part in mitigating the pace of climate change.

In the first year of the contract, we measured Waste Recycling, City Wide this was above 95% which was very pleasing. There is always a drive to recycle equipment where possible such as using "Lift Controllers" from blocks designated for Clearance for use in retained High-Rise blocks.

We have adopted the following approaches and also carried out the following works thus reducing the impact on the environment:

1. The Contract requires all employees to live within 30 miles of the Council House. This not only helps immensely to contribute to the success of the local economy but also reduces the environmental impact of delivering such a huge Repairs/Gas and Capital Contract

2. New efficient LED light fittings have been installed in many blocks as part of the upgrade of communal areas
3. Replacing old inefficient Warm Air Systems and very inefficient old boilers with new A rated energy efficient boilers
4. Installing New double glazing with low emissivity and replacing singular glazing
5. Installing New External Wall Insulation (EWI) in numerous refurbishment projects across the city such as Barry Jackson Tower, Holly Bank Road , The Heathway, Adelaide Tower, The Boat Blocks ETC. This work has helped to take many tenants out of fuel poverty. In the case of BJT the EWI reduces our running costs of the building further reducing the Carbon Footprint of our newest nationally recognised Homeless Centre
6. Our contractors are utilising Electric Vans and have installed Charging Points at some of our Depots. I.E. Kings Road
7. A report by the Committee on Climate Change (CCC) says that from 2025 at the latest, no new homes should be connected to the gas grid – with super-efficient houses and flats heated using low-carbon energy instead. Therefore we are already completing soft market testing to consider the use of more sustainable renewable energy sources moving forward. These developments are already factored into our investment strategies for major refurbishment projects in Birmingham.
8. We are constantly working with contractors to deliver our My Home approach which encourage a right first time repairs solution. It also encourages the completion of multiple repairs in one visit. The Contract pricing model (Price Per Property) encourages contractors to work efficiently by minimising call outs and the impact on the environment.

New Housing Development

Birmingham Municipal Housing Trust Building Specification – The BMHT building specification includes energy and water saving measures including:

- Using a fabric first approach to construction.
- Building components to wherever practicable have a rating of “A” as stipulated in The Green Guide to Housing Specification” published by the BRE. Where not practicable to use an “A” rated material, the Employer may consider an alternative which must achieve a minimum “B” rating.
- Air tightness and thermal bridging – every property on the scheme is to achieve an air permeability maximum figure of 3m³/hr/m² @ 50Pa. To ensure best practice in the construction of the properties the design and construction solutions incorporated into the scheme are to comply with the guidance of

“Enhanced Construction Details for Thermal Bridging and Air Tightness”, Energy Saving Trust Guide CE302.

- Use of sustainable urban drainage, with a Sustainable Drainage Operation and Maintenance Plan will be required for all major development in Birmingham.
- Reasonable provision must be made by the installation of fittings and fixed appliances that use water efficiently for the prevention of undue water consumption. The potential consumption of wholesome water by persons occupying each dwelling must not exceed 110 litres per person per day (including a fixed factor of water for outdoor use of 5 litres per person per day), calculated in accordance with the methodology set out in “The Water Efficiency Calculator for New Dwellings” by the DCLG.
- All contractors must arrange for the proposed design to be assessed on the National Home Energy Rating (NHER) and provide certification to the Employer, together with an estimate of the annual energy cost. The certificate shall confirm that the property has achieved a minimum rating of 9.0.

Modular Housing - Developing innovative construction methods such as modular construction through the BMHT programme and the requirement for social value actions to address carbon reduction targets from building design, materials used, standards for heating and power through to providing EV charge points.

Additional Bullet points in regard to BMHT housing development

- Fabric first approach to construction – Green Guide to Housing ‘A’ rated components where practicable ‘B’ rated as a minimum
- Enhanced thermal bridging and airtightness
- Use of SUDS (sustainable drainage systems)
- Water efficiency target
- Achieve 9.0 National Homes Energy Rating

Other Housing related activity

- We are progressing a local authority ‘statement of intent’ setting out eligibility criteria to allow energy providers to access government grant to undertake fuel and energy efficiency improvements in Private Sector Housing as part of the Energy Company Obligation (ECO) 3.
- All new Social Housing tenants of the Council receive advice and support in responding to any Energy Performance Certificate (EPC) recommendations and where they can get further help in regard to Energy providers.
- local housing teams are area based and actively promote agile working using local bases to reduce vehicle travel and shared workspace

- Promoting our Best Use of Stock programme to help households under-occupying dwellings to downsize to a more suitable home thus reducing unnecessary energy use in an under-occupied home.
- Reviewing our estate based vehicle fleet to look at opportunities to replace with more energy efficient vehicles.

Report of:	Cabinet Member for Transport & Environment - Cllr Waseem Zaffar
To:	Sustainability & Transport Overview & Scrutiny Committee
Date:	9th September 2019

Progress Report on Implementation: Birmingham Tree Policy

Review Information

Date approved at City Council:	06 February 2018
Member who led the original review:	Councillor Fiona Williams
Lead Officer for the review:	Rose Kiely, Group Overview & Scrutiny Manager
Date progress last tracked:	14 th March 2019

1. In approving this Review the City Council asked me, as the appropriate Cabinet Member, to report on progress towards these recommendations to this Overview and Scrutiny Committee.
2. Details of progress with the remaining recommendations are shown in Appendix 2.
3. Members are therefore asked to consider progress against the recommendations and give their view as to how progress is categorized for each.

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:	Simon Needle
Title:	Principal Arboriculturist/ Principal Ecologist
Telephone:	0121 675 0938
E-Mail:	simon.needle@birmingham.gov.uk

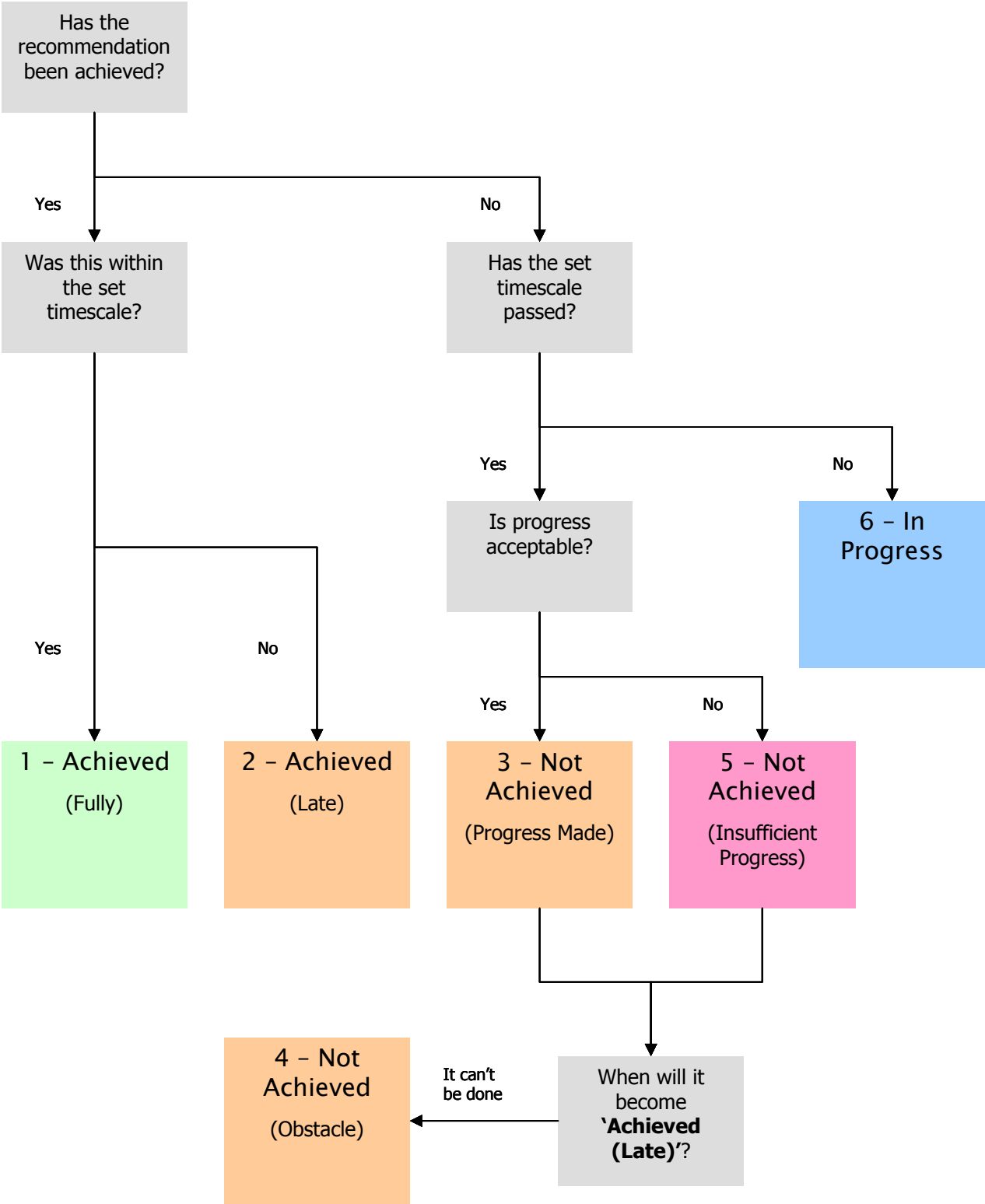
Appendix 1: The Tracking Process

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 clearer guidance on a range of tree-related matters be included in the Birmingham Design Guide to help applicants with the design process. This should include the matters raised in this review about establishing an aspirational desirable city tree canopy cover increase, trees and health, air quality, Water Sensitive Urban Design, recommended future species and reductions in over-represented species, planting pit design, soils and specifications. These should be produced within appendices to the Birmingham Design Guide or via the City Council website where details should be periodically updated.	Leader in liaison with Members of the Executive where appropriate	Dec 18	6: In Progress

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

September 2018: The Birmingham Design Guide is currently in draft format and undergoing final editing before internal and external consultation (expected spring 2019). Within the Landscape and Green Infrastructure Chapter a significant amount of detail has been included in relation to trees which include valuation and protection of existing trees, designing with trees, tree species, planting and maintenance requirements etc. Consideration is also given to increasing canopy coverage and an assessment of base levels of canopy by land use category have been included with a desire for these to be improved upon within new developments of each type.

The draft text relating to trees is available upon request.

March 2019 update: As September – still waiting for date for public consultation on draft text.

September 2019 Update: As March

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R02				

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

Concluded

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R03	That an urgent review takes place of the new assessment criteria for the evaluation of Planning Conservation Areas - to ensure that any discrepancies around tree protection are properly addressed; in the event of de-designation.	Leader in liaison with Members of the Executive where appropriate	Sept 18	1: Achieved

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

September 2018: Currently two areas are under consideration for de-designation; these are Austin Village and Ideal Village. Within both of these conservation areas have a significant public realm treescape for which the City is responsible.

Therefore there is already increased control over the long term management of these trees.

No date or timescale was available for this process at the time of this report.

De-designation is not something that has occurred before and a formalised process flow/check list has not yet been arrived at. However as part of the consultation and notification process it has been agreed that the city's Principal Arboriculturists will be given prior notification and opportunity to assess any trees not in the public realm against the Tree Evaluation Method for Protection Orders (TEMPO) and where these meet the requirements for issuing TPO's these will be raised to run consecutively from the cessation of the Conservation Area status.

No time scale has been given for the commencement of de-designation as yet. A clearer idea of timescales is hoped to be available by Feb 2019

March 2019 update: no further progress made but while CA's are in place tree protection is still in force.

September 2019: Review of a number CA's now being undertaken Tree officer engaged to comment on trees. Ideal Village, Austin Village being reviewed for de designation. Assessments of trees are scheduled with a view to issuing TPO's on significant trees where these are identified.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R04				
Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')				
Concluded				

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
No5				
Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')				
Concluded September 2018				

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R06	That the feasibility of managing a percentage of tree cover on a citywide basis be explored with Amey to establish a mechanism so that, where options for replacing trees in a ward are limited and prior consultation with relevant ward members, replacement trees can be planted in those areas where an increase in tree cover would be most beneficial. Matters of viability and environmental constraint will need to be investigated.	Cabinet Member for Transport & Roads Cabinet Member for Commercialism, Commissioning & Contract Management	February 2019	6: In Progress

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

September 2018: This will be investigated as part of that process and the development of a city wide tree strategy as this ties in with the valuation of tree stock and replacement planting values. Where full replacement value cannot be achieved within a given site this presents an opportunity to divert the remaining planting to new locations.

This needs to be overseen by the Birmingham Forest Group as part of its remit.

March 2019 update: Partly ties in with R04 and R09. Will be considered fully as part of the development of a city wide tree strategy – target date June/July 2019.

September 2019 update:

No progress since March but this will still be included in the tree strategy. The change in circumstances surrounding the Amey PFI and the subsequent discussion that will need to take place for a renewed tender process will offer greater flexibility to include a range of options on canopy cover management.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R07	That additional, clear and comprehensive information should be provided to the public about trees incorporating a review of the way that material is presented on the City Council website. This should include improving cross-referencing, making the information easier to navigate and using the available data to improve the promotion of the value of the City's collective tree stock and the role it plays in delivering benefits across the health and well-being agenda and ecosystem services. The over-sight of this information in future could be the responsibility of the new Birmingham Forest Group. (R11)	Leader in liaison with Members of the Executive where appropriate	September 18	3: Not Achieved (Progress Made)

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

September 2018: This recommendation ties in to the production of the Birmingham Design Guide. The details on trees contained within the guide will be available via the council web pages once published. A considerable amount of time has been invested in developing this information however as it forms part of a much larger information document publication has been delayed.

Work still needs to be undertaken to cross reference the tree related web pages but this is yet to be commenced. Lack of time due to changes in staff has been a mitigating circumstance.

Cross referencing should be completed by February 2019 with the additional information being tied in to the finalisation of the Design Guide text.

March 2019: No date yet for the consultation on the draft design guide but this should follow on from the DPD consultation and adoption later this year. Once this is approved this information will be made available via the web pages. Cross referencing will be implemented at the same time.

September 2019 Update: Still waiting a date for draft consultation (process being AD led), suggest that basic web information is published ahead of the design guide in order to progress this recommendation.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R08	That the City Council should raise awareness about and promote the fact that Birmingham has committed to becoming one of the world's most environmentally friendly cities by being a member of the Biophilic Cities network and the role that trees play in this.	Cabinet Member for Clean Streets, Recycling & the Environment	September 18	6: In Progress

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

Currently a number of partner organisations together with some council officers promote the fact that Birmingham is a member of the Biophilic Cities Network these organisations and individuals work hard to explain what this means in terms of how this relates to individuals and the development of the city as a whole. However this status is still not widely known or understood. For this recommendation to be fully delivered it requires it to be championed at a strategic level with significant political buy in. Therefore it requires promotion through, for example, the executive management team and Cabinet.

The Cabinet member for Transportation and the Environment is best placed to champion this.

September 2019 update: Birmingham has committed to make an application to the Arbor Day Foundation to become a Tree City of the World. A meeting was held with Cllr Zaffar, Cllr O'Shea, City Officers and the President of Arbor Day on 12th July 2019 – see attached briefing note of Tree cities of the world

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R09	That a new supplementary funding system utilising a grading system which places a monetary value on the visual amenity of trees as well as their replacement cost (such as CAVAT) be adopted; and that in addition the recommendation to establish a Birmingham Tree Bank be urgently explored. Together these would provide an additional source of finance to support the proactive management and development of new planting opportunities and green infrastructure in Birmingham; something that could be overseen by the new Birmingham Forest Group (R11). The tree valuation process agreed on shall be considered for adoption within the Development Plan Document (DPD) and the research undertaken be considered as the evidence base for that emerging policy.	Leader in liaison with Members of the Executive where appropriate	February 19	6: In Progress

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

September 2018: Discussion between the various sections of the city's arboricultural specialists has taken place to review the various methodologies available to quantify the financial value of individual trees and tree groups. The Capital Asset Valuation of Amenity Trees (CAVAT) has recently undergone a full review and reassessment by an expert panel and the finding published for peer review.

The revised CAVAT process was determined to be the most appropriate valuation system to be used (alongside the BS 5837 classification) to guide design process and indicate those trees that should be retained, show where engineering solutions should be deployed as cost effective and set an expectation for the level of compensatory planting required from the loss of assessed trees.

Discussions are still to be had with the appropriate finance officers to determine the exact mechanisms for accrual of funds into the Birmingham Tree Bank.

March 2019: The valuation process has been included into the planning departments Development Management Policy Document that is currently out for public consultation.

CAVAT is being utilised by BMHT and a number of other departments as part of their working practices.

An S106 fund dedicated to tree planting and management has been agreed to take mitigation/ compensation funds allocated through the planning system.

A formal meeting with representative of highways finance has taken place to commence the process of creating a budgetary code to hold funds allocated for tree planting from new highways projects where full replacement is not possible within the project area.

Similar meetings are to be held with Pace / Parks Finance officers.

September 2019 update: Details were included in the draft Design Management Design Policy Document that went out to public consultation. Agreement in principle to allocation of funds has been made. Need to have planning policies formally adopted following public consultation before this can be widely utilised. The valuation process is however being widely used to inform design and decisions.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R10	That an Urban Tree Management Strategy which reflects the latest evidence from research and current best practice be developed and that adequate safeguards and monitoring measures are put in place for the Birmingham Forest. This could then be used to inform 5 year management plans with each tree related service area deriving annual operating plans from these. Once developed the Tree Management Strategy should be presented to Council for adoption to ensure adherence across all council functions. Progress against agreed targets should be reported to the appropriate Cabinet Member on a 4 yearly basis.	Leader in liaison with Members of the Executive where appropriate	February 19	6: In Progress

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

September 2018: Much of the basic information required for the development of a city wide tree strategy is available in current adopted documentation and the development of new guidance for other BCC departments such as highways will feed into this proposed overarching document.

However a strategy document such as this should be co designed through engagement with appropriate stakeholders such as those that would form the Birmingham, Forest Group.

It is therefore proposed that this target date be extended to June 2019 allow full and proper consultation and design to take place once the stakeholder group is in place.

March 2019 update: Target date of June 2019 still expected.

September 2019 Update: Unfortunately little progress has been made on this, mainly due to lack of staff time and availability of external partners.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R11	That Terms of Reference for a representative, region-wide, independent-led Birmingham Forest Group be explored. This should comprise experts and interest groups with a focus on trees in the urban landscape with a view to informing the development of an urban tree management strategy and strategic tree related matters across the sub-region.	Leader in liaison with Members of the Executive where appropriate	Step one September 2018 Step two February 2019	1: Achieved (Fully) 6: In Progress

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

September 2018: Terms of reference are being gathered from a number of sources to act as a guide for the development of the Birmingham Forest Group ToR's.

Discussion has been had with members of a number of similar organisations such as the White Rose Forest steering Group, The Tree Council, Woodland Trust and the West Midlands Forest and Woods Advisory Council – all of which provide strategic guidance and oversight on a number of tree related matters via a board of interested parties and stakeholders.

A provisional list of stakeholders has been drawn up and will be added to over the coming months and a draft ToR should be available for consideration by the Feb 2019 review period.

March 2019 Update: TOR drafted but needs some further work. It should initially be a city wide group used to formalise our tree strategy before seeking to expand to a more region wide remit although some of the group members will have a wider remit as part of their portfolio.

Expected that draft TOR is completed by start of April 2019.

September 2019 update: TOR drafted and circulated to selected external stakeholders for comment – awaiting initial feedback. Provisional meeting due for late September when TOR will be discussed and hopefully formalised.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R12	That an assessment of progress against the recommendations in this report be presented to the appropriate Overview & Scrutiny Committee.	Leader	February 19	6: In Progress

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

September 2018: This document is part of the process for assessment of progress.

March 2019 update: Given the expected run over of some target dates a further report will be required around July 2019

September 2019 update: Significant increase in officer workloads has resulted in slow progress on some aspects however the basis of many of the recommendations are now more widely known and implemented.

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
R05	That a clear standardised tree impact evaluation process for all footway crossings requests should be urgently developed and agreed. The process should set out a clear methodology for assessing both the value (monetary and/or public amenity) of any removed or affected tree and the levels of demand for parking within any given street. This should be put in place as a new working practice within 6 months but formally adopted as part of a wider urban tree management strategy.	Cabinet Member for Transport & Roads	Step one September 2018; Step two February 2019	1: Achieved (Fully) 1: Achieved (Fully)
R02	That every major planning application should incorporate consideration of how to improve the natural environment with particular reference to maximising opportunities for greening in a dense urban environment through the use of suitable types of green infrastructure wherever appropriate.	Leader in liaison with Members of the Executive where appropriate	March 2019	1: Achieved (Fully)
R04	That in relation to permitted development in highways, a process be developed to ensure that appropriate consultation takes place prior to any highways improvement or design development where trees are likely to be affected. This will include: <ul style="list-style-type: none"> • A condition survey and/or a tree survey compliant with BS 5837 2012 (Trees in relation to design, demolition and construction) to identify tree constraints; • A valuation of affected trees against the adopted Birmingham City Council process; • Appropriate consideration of retention, mitigation, replacement and compensation for trees; and recommendation(s) by the appropriate City Council arboricultural officer. 	Cabinet Member for Transport & Roads	Feb 2019	1: Achieved (Fully)

What is Tree Cities of the World?

Urban forests help define a sense of place and well-being where people live, work, play, and learn. The Tree Cities of the World programme is an international effort to recognize cities and towns committed to ensuring that their urban forests and trees are properly maintained, sustainably managed, and duly celebrated.

At the 2018 World Forum on Urban Forests in Mantova, Italy, world leaders issued the “Mantova Green Cities Challenge” and a call-for-action that included joining the Tree Cities of the World programme, which will connect cities around the world in a new network dedicated to sharing and adopting the most successful approaches to managing community trees and forests.

To be recognized as a Tree City, a community must meet five core standards that illustrate a commitment to caring for its trees and forest. These are

- **Standard 1 - Establish Responsibility.** The city has a written statement by city leaders delegating responsibility for the care of trees within the municipal boundary to a staff member, a city department, or a group of citizens—called a Tree Board.
- **Standard 2 - Set The Rules.** The city has in place a law or an official policy that governs the management of forests and trees. These rules describe how work must be performed—often citing best practices or industry standards for tree care and worker safety—where and when they apply, and penalties for noncompliance.
- **Standard 3 – Know What You Have.** The city has an updated inventory or assessment of the local tree resource so that an effective long-term plan for planting, care, and removal of city trees can be established.
- **Standard 4 – Allocate Resources.** The city has a dedicated annual budget for the routine implementation of the tree management plan.
- **Standard 5 – Celebrate Achievements.** The city holds an annual celebration of trees to raise awareness among residents and to acknowledge citizens and staff members who carry out the city tree programme.

See Arbor Day Foundation web page - [Link](#)

The city councillors declaring a climate change emergency is a clear sign that the city takes its responsibility towards the environment seriously.

Part of the motion made stated:

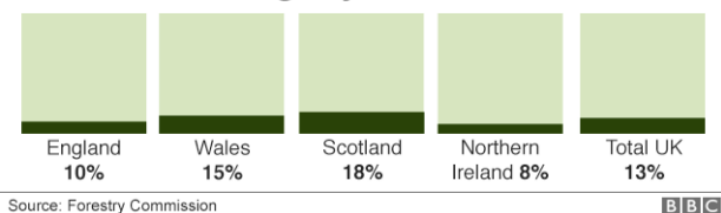
“This Council notes that

- The Climate Crisis is an existential threat that requires us to change the way we invest in, grow and sustain our cities and regions.
- The Intergovernmental Panel on Climate Change (IPCC) report published in October 2018 set out the devastating consequences for the planet if it warmed more than 1.5C – with increased extreme weather with heatwaves and floods driving mass migration and global insecurity; the catastrophic social and ecological impacts worsening for every degree of warming.
- The impact of climate change will not just be felt in far-away lands or coastal areas, the impact on Birmingham residents of increased extreme weather events, including flooding, droughts and heatwave is likely to be profound, with increasing risks to both life and property.
- Given our global footprint and the diversity of the city the climate crisis will hit at the heart of families and communities within the city.

Trees play a vital role in mitigating some of the impacts of climate change, Air cooling, pollution absorption, speeding water infiltration and slowing flood water flows to name a few. These benefits are known as ecosystem services. In addition to the ecosystem services there a host of other benefits – even if we do not realise it – being surrounded by trees and green infrastructure helps decrease stress levels, lowers blood pressure, increases educational attainment, boosts property prices and even decrease crime rates.

The UK has one of the lowest tree coverages of all European countries. Only 13% of the UK's total land area is covered in trees, compared with an average elsewhere in the EU of about 35%. In England, the figure is just 10%.

Woodland coverage by nation

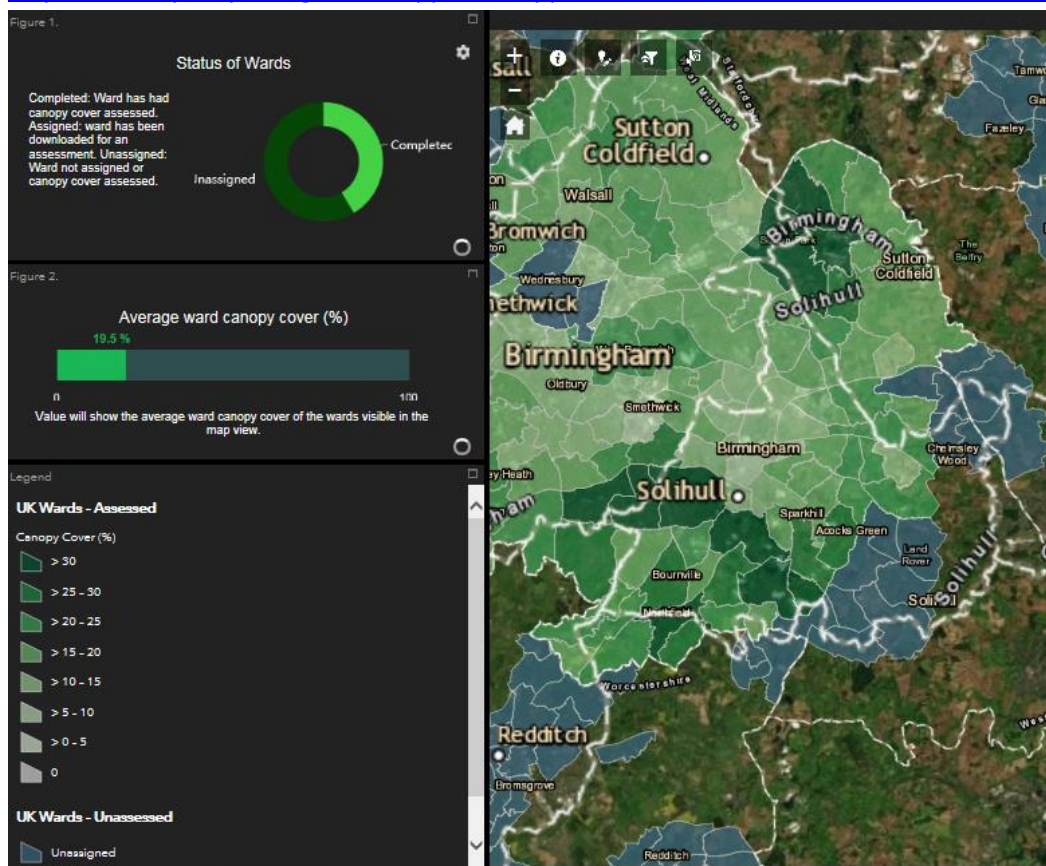


It is widely recognised that to meet the challenges of future climate trends that we need to achieve around 25 – 35% canopy coverage. However, many of the beneficial effects of increased canopy coverage are only felt when we are in close proximity to trees. With around 50% of the population living in large cities and with an estimated 70% by 2050, retaining and increasing the canopy coverage in cities is essential.

Birmingham already has a significant number of trees in public and private ownership. These are collectively called the Birmingham Forest. While we are already above the national average for tree cover – Birmingham has an average of 18.6% canopy coverage – this varies significantly across the city, with some wards having in excess of 30% tree cover while others are as low as 5%. These areas of low coverage are some of the most deprived areas of the city and also have the poorest air quality.

Link to canopy coverage web page -

<http://forestry.maps.arcgis.com/apps/webappviewer/index.html?id=d8c253ab17e1412586d9774d1a09fa07>



There is a need to address this lack of tree cover through strategic planning and targeted tree planting by both the city council and by encouraging developers and householders to retain existing trees and plant new ones where space allows. The development of new guidance on urban tree management and a tree and woodland strategy for the city will set out how we can achieve this.

As a city we need to **protect** our existing trees, **promote** the benefits of trees and **enhance** our canopy coverage. Becoming a Tree City will be one of the ways we can do this.

Birmingham has Pledged to become a Tree City of the World and is likely to be amongst the first (if not first) UK City to achieve this status. This Pledge has been backed by Cllr Zaffer and Cllr O'Shea and is supported by all city council tree officers (including Amey), Birmingham Trees for Life, The Birmingham Tree People and Trees for Cities – the UK lead for Tree Cities of the World.

On Friday the 12th July the city and its partners are meeting with the President of the Arbor Day Foundation to discuss our pledge and work towards Tree City Status.

Some facts and figures:

- It is estimated that there are well over 1million trees in the city that's about one for each person living here.
- There are over 74,000 street trees in Birmingham
- There are 1398 Hectares of woodland in Birmingham's parks and open spaces.
- Across the city the tree canopies cover 48.81 Square Kilometres
- The benefit of the ecosystem services that Birmingham's trees provide is valued at £46,137,750 per annum, that's £38 of free benefits per person per year.
- Birmingham's woodlands remove approx. 7216Kg of PM2.5 (harmful particulates) per annum
- £431 Million per annum is the calculated reduction in costs to the health service from the removal of PM 2.5 by Birmingham's woodlands.



Sustainability & Transport O&S Committee: Work Programme 2019/20

Chair:	Cllr Liz Clements
Deputy Chair:	Cllrs Olly Armstrong and Julie Johnson (Joint)
Committee Members:	Cllrs Muhammad Afzal, Zaker Choudhry, Eddie Freeman, Josh Jones and Timothy Huxtable.
Officer Support:	Scrutiny Officers: Rose Kiely (303 1730) & Baseema Begum (303 1668) Committee Manager: Louisa Nisbett (303 9844)

1 Meeting Schedule

Date	What	Officer Contact / Attendees
19 th June 2019 (informal) 1400 hours Room 329, Council House	Informal meeting to discuss the Work Programme with input from Officers (where possible) on key Sustainability and Transportation issues	Kevin Hicks, Assistant Director, Highways & Infrastructure; Phil Edwards, Assistant Director, Transport & Connectivity; Sylvia Broadley, Air Quality Manager; Mel Jones, Head of Transportation & Traffic Service; Uyen-Phan Han, Planning Policy Manager
24 th July 2019 1000 hours Committee Room 6 Report Deadline: 15 th July	Draft Walking and Cycling Strategy and Local Cycling & Walking Infrastructure Plan Consultation Quarterly update on the A34 Perry Barr infrastructure consultation	Alison Kennedy, Principal Transport Policy Officer, BCC Cllr Waseem Zaffar, Cabinet Member for Transport & Environment Cllr Jon Hunt Mel Jones, Head of Transport Planning and Network Strategy, BCC Peter Parker, Head of Infrastructure Delivery, BCC Malcolm Holmes, Executive Director, West Midlands Rail Executive Director of Rail, Transport for West Midlands Steve McAleavy, Director of Customer Experience, TfWM Sandeep Shingadia, Director of Development & Delivery, TfWM Anne Shaw, Director of Network Resilience, TfWM



Date	What	Officer Contact / Attendees
25th September 2019 1000 hours Committee Room 2 Report Deadline: 16 th Sept	Climate Change Emergency – Initial session to understand Council Directorate key policies, plans and future proposals Tracking – Birmingham Tree Policy Inquiry Report	Ian MacLeod, Assistant Director, Planning; Sylvia Broadley, Air Quality Manager; Uyen-Phan Han, Planning Policy Manager Darren Share, Assistant Director, Street Scene Julie Griffin, Acting Assistant Director, Housing Simon Needle, Principal Arboriculturist/ Principal Ecologist, BCC
16th October 2019 1000 hours Committee Room 6 Report Deadline: 7 th Oct	Cabinet Member for Transport & Environment – Priorities & Upcoming work areas Quarterly update on the A34 Perry Barr infrastructure consultation	Cllr Waseem Zaffar (Rose Horsfall, CSO) TBC
20th November 2019 1000 hours Committee Room 2 Report Deadline: 11 th Nov	Local Engineering Service re-design (TBC) Highways Management and Maintenance PFI update (TBC) Parking Supplementary Parking Document (SPD) – (TBC)	Kevin Hicks, Assistant Director, Highways & Infrastructure Kevin Hicks, Assistant Director, Highways & Infrastructure/ Domenic De Bechi, PFI Contract Manager Mel Jones, Head of Transport Planning and Network Strategy, BCC
18th December 2019 1000 hours Committee Room 2 Report Deadline: 9 th Dec	Clean Air Strategy Air Quality Action Plan (TBC) Draft Birmingham Transport Plan (TBC)	Mark Wolstencroft, Operations Manager Environmental Protection, BCC (TBC) Mel Jones, Head of Transport Planning and Network Strategy, BCC
15th January 2020 1000 hours Committee Room 2 Report Deadline: 6 th Jan	Session on Buses with partners	TBC



Date	What	Officer Contact / Attendees
19th February 2020 1000 hours Committee Room 6 Report Deadline: 10 th Feb	Travel Demand Management (including traffic management issues)	Mel Jones, Head of Transport Planning and Network Strategy, BCC TfWM – TBC
18th March 2020 1000 hours Committee Room 6 Report Deadline: 9 th Mar	Cabinet Member for Transport & Environment – Annual Report Flood Risk and Management Annual Report School Streets Pilot Project	Cllr Waseem Zaffar (Rose Horsfall, CSO) Kevin Hicks, Assistant Director, Highways & Infrastructure Mel Jones, Head of Transport Planning and Network Strategy
15th April 2020 1000 hours Committee Room 6 Report Deadline: 6 th Apr	Update on Birmingham Cycling Revolution and Cycling Infrastructure (TBC) Managing Developments & Events, (Including transport technology & data) Tracking – Plastic Free Birmingham Inquiry (TBC)	Andy Middleton, BCC Mel Jones, Head of Transport Planning and Network Strategy TBC, TfWM TBC

2 Further work areas of interest/Work to be programmed

2.1 The following items could be scheduled into the work programme if members wish to investigate further:

- Sustainability at the Commonwealth Games Village
- Sustainable Energy and the Veolia Contract - *5 year contract extension (terms & exit strategy)

3 Other Meetings

3.1 Members have received regular private briefing sessions on the Highways PFI contract. These will be scheduled as agreed by Members at regular intervals.

Call in Meetings

Petitions



None
scheduled

Councillor Call for Action requests

None
scheduled

It is suggested that the Committee approve Thursday at 1000 hours 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.

Contact Officers

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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 Sustainability & Transport O&S Committee's remit. **Please note this is correct at the time of publication. Highlighted rows show a change to the previously listed cabinet proposed date.**

Reference	Title	Portfolio	Proposed Date of Decision
005491/2018	Digbeth Public Realm Improvements Full Business Case	Transport & Environment	17 Sep 2019
006460/2019	Project Definition Document - City Centre Public Realm Revitalisation	Transport & Environment	15 Oct 2019
006885/2019	CWG Perry Barr A34 Highway Infrastructure – Full Business Case and Contract Award	Transport & Environment	15 Oct 2019
006461/2019	Public Consultation on the Parking Supplementary Planning Document	Leader	29 Oct 2019
006208/2019	HS2 Curzon Station Public Realm Project Delivery Costs	Leader	29 Oct 2019
006787/2019	Parking Demand Management	Transport & Environment	29 Oct 2019
006832/2019	Highway Maintenance and Management PFI Contract	Transport & Environment	29 Oct 2019
005052/2018	Birmingham to Airport Sprint – combined Project Definition Document (PDD)/Full Business Case (FBC)	Transport & Environment	26 Nov 2019



005053/2018	Sutton Coldfield to Birmingham via Langley Sprint – combined Project Definition Document (PDD)/Full Business Case (FBC)	Transport & Environment	26 Nov 2019
005054/2018	Walsall to Birmingham Sprint – combined Project Definition Document (PDD)/Full Business Case (FBC)	Transport & Environment	26 Nov 2019
005048/2018	Moor Street Queensway Public Realm Improvements Outline Business Case	Transport & Environment	26 Nov 2019
006361/2019	Wharfdale Road Bridge Project	Transport & Environment	26 Nov 2019
006880/2019	Enhanced Partnership for Sprint	Transport & Environment	26 Nov 2019
006907/2019	Birmingham Transport Plan	Transport & Environment	26 Nov 2019
006920/2019	Birmingham Walking and Cycling Strategy	Transport & Environment	26 Nov 2019
006927/2019	Dudley Road Improvements Scheme – Full Business Case	Transport & Environment	17 Dec 2019

