

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, 13 NOVEMBER 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 - 32

To confirm and sign the Minutes of the meetings held on the 16 October 2015 and 23 October 2015.

4 ROCKEFELLER 100 RESILIENT CITIES CHALLENGE APPLICATION AND INTEGRATED AGENDA

33 - 46

Nick Grayson, Climate Change and Sustainability Manager.

5 HIGHWAYS CHALLENGES AROUND MAJOR CITY EVENTS

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

6 WORK PROGRAMME FOR THE ECONOMY, SKILLS AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE 2015/16

47 - 52

7 **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).

8 **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.

9 **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 16 OCTOBER 2015

MINUTES OF A MEETING OF THE BIRMINGHAM ECONOMY, SKILLS AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE HELD ON FRIDAY, 16 OCTOBER 2015 AT 1000 HOURS IN COMMITTEE ROOMS 3&4, COUNCIL HOUSE, BIRMINGHAM

PRESENT: - Councillor Quinn in the Chair;

Councillors Badley, Evans, Hughes, Huxtable, Islam, Jenkins, Jones,
O'Shea and Spencer

ALSO PRESENT

Councillor Penny Holbrook – Cabinet Member for Skills, Learning and Culture
Shilpi Akbar, Assistant Director, Employment
Baseema Begum – Scrutiny Research and Policy Officer
Calvin Biddle – DWP Work Placement
Richard Cowell - Development and Planning Manager
Craig Rowbottom, Principal Development Planning Officer.
Laura Shoaf, Strategic Director for Transport
Jake Thrush, Transport Strategy Manager, ITA
Errol Wilson – Committee Manager
Benita Wishart - Overview and Scrutiny Manager

NOTICE OF RECORDING

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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.

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APOLOGIES

- 16 Apologies for non-attendance were submitted on behalf of Councillors Barrie and Rehman. An apology for lateness was submitted on behalf of Councillor Jones.
-

MINUTES

Councillor Evans commented that there was a lengthy discussion on the work programme about the things they would like to see, but that there was no mention of this in the minutes nor was it reflected in the future work programme.

The Chairman enquired whether this was something that if they look back on the live streaming they would be able to make a complimentary note of

- 17 **RESOLVED:** -

That the minutes of the meeting held on 10 July 2015, having been previously circulated, were confirmed and signed by the Chairman.

MOVEMENT FOR GROWTH: THE WEST MIDLANDS STRATEGIC TRANSPORT PLAN – PUBLIC CONSULTATION DRAFT

- 18 Laura Shoaf, Strategic Director for Transport and Jake Thrush, Transport Strategy Manager, ITA was present for the item.

(See documents No 1)

Ms Shoaf highlighted that:-

- In November 2014, officers were requested by the Integrated Transport Authority (ITA), to produce a new Strategic Transport Plan, to replace local transport plan. This would set out a high level approach, that would be compatible with Midlands Connect and gives the District the opportunity to flush out the details in their own transport strategies such as the Birmingham Connected and the emerging Solihull and Coventry Connected and they would sit compatibly together.
- A draft consultation had been published which was endorsed by the ITA over the summer. It was aimed at delivering economic growth and to position the West Midlands as a Regional Powerhouse. This was an overarching mobility plan around which each Council was delivering their strategy that was suitable to their particular needs where they fit comfortably under the umbrella in this Plan.
- Four challenges for the West Midlands would be addressed through the Plan:-
 - a. Economic Growth and Economic Inclusion; recognising that the Midlands account for a quarter of England's manufacturing growth –

they had an economy that was suited towards exports and the impact this had on the networks.

- b. In trying to address population growth and housing development, the metropolitan areas of population was forecast to grow by 411,000 people by 2035. This was the size of the City of Bristol that would be added to the conurbation. The number of new homes that would need to be built was over 150,000, the scale of which increases in terms of the wider journey to work area.
 - c. Address environmental and public health in terms of air quality which was a significant issue in the West Midlands and to reduce emission through more active travel whilst recognising the importance this had to the health agenda.
 - d. Social Wellbeing – outside of more participation in the economy, they needed to improve the quality of life for people who were socially excluded or people who were not in the world of work. Improve their access to shops and services and potential job opportunities.
- The vision for the Plan (currently a draft with today being the final day of consultation with 78 responses to date, a number of focus groups had been consulted in each of the local authorities), was to make progress for a Midlands economic engine for growth, to clean air improve the quality of life for the people of the West Midlands, by creating a transport system that fits a sustainable attractive conurbation in the World's sixth largest economy.

Ms Shoaf then drew the Committee's attention to the objectives and policies in the draft document they believe would help to deliver the vision.

In response to questions from Members Ms Shoaf and Mr Thrush made the following points:-

- I. In relation to the HS2 Connectivity Programme, this was an intense amount of work and the partners came up with a programme and the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) endorsed it. The piece of work critical to all of this was part of the overarching strategic document for the Urban Transport System for the West Midlands. There were other schemes that had direct access to the HS2 station. This was developed in context with the on-going work in relation to the combined authority and work streams related to that. The critical paragraph relating to this was 4.32 of the document.
- II. They talked about the prioritising process for the infrastructure needs for the West Midlands Metropolitan area currently being developed by the West Midlands Combined Authority. This work was linked to the wider work in relation to the Combined Authority. HS2 was an important element of an overall programme.
- III. With regard to Park and Ride, the steer they had was a short punchy strategic document. There was a balance to be struck between that and sufficient

details. In some areas, it was recognised through consultation that this needed to be strengthened. There had been responses echoing that more details were required and this would be taken on board.

- IV. Concerning the questionnaires to date, 78% was strongly agreed or agreed with the overall approach. The thrust of the questionnaire was to get on and deliver the programme. There was an exciting potential in relation to the structures for this Metropolitan area. The message was that they were broadly agreed on the overall approach. The essence was the delivery of it.
- V. In relation to air quality, there was a lot of work with the basis of meeting new demands on sustainable modes of high quality public transport capacity, cycling and walking. With the ever changing technological innovation and they talked about smart mobility tier, working with vehicle manufacturers and universities to foster this. The West Midlands was potentially a world leader in this area. There was work in terms of responses from people concerning the lower emissions work led by Walsall Council and further technical work modelling was being done to look at the impact of things. The overall approach was based on meeting that objective and this would be taken on board.
- VI. The issue of modal share target, the approach seeks to take a long-term from overall journeys to 63% by car in the West Midlands compare to a typical European city region which had 35% - 40%. The strategy was based on the long-term approach, but there had been some debates about the modal share targets. Within the stakeholder engagement they had a primary object to restore economic and environmental objectives. The modal share target was a secondary thing and further debates/considerations were to be had regarding this.
- VII. In terms of the 20mph enforcements, the document was supportive of the overall approach which seeks to be informed by evidence on progress from Birmingham City Council and the other local authorities in the West Midlands and across the UK.
- VIII. With regard to the travel time issues, most of the investments that were set out required to achieve this strategy were based on the relevant transport network. It was estimated that 50% of the Metropolitan areas of population could get to 3 or more centres in 45 minutes. The aim was to double this, but the challenge was getting people to use buses that go 16kph average or faster and to start achieving moveable peaks and other transit services that could get people to other centres.
- IX. In relation to signage, one of the messages they had in terms of the consultation was to make the case for the big stuff that was commensurate to their needs and do not forget the attention to detail. There were a number of things that could stop, hinder and impede someone using public transport, cycling or walking. There was some positive working with public transport operators. Something that was easy to understand consistent and hassle free was integral to achieving this document.

- X. One of the questions they had included in the consultation was do you think that this was strong enough, were they going far enough or whether there was appetite for the document to be bolder.
- XI. It was useful to hear the Committee and the commitment to the modal shift and the car journeys and that the document may need to be even bolder than it was. It was significantly bolder than any other Transport Plan that they had especially at an integrated level. There seem to be a stronger commitment now than previous and a stronger recognition that they could not continue for people to continue their journeys in their cars. In order to achieve this, they needed a network that they currently did not have.
- XII. In terms of funding and delivery, they needed to see this followed up next year with a more detailed delivery plan as the strategy needed to be backed up with a delivery plan based on evidence that helps as a commitment for funding. What they did not have and what they were trying to progress through a combined authority which was important in order to be able to deliver the huge investment that would be required to achieve the vision, was what other areas had already been recipients of which was aligned and devolved transport fund that covers more than a single year settlement. It was important that in this region they fought for this and a bigger share that they were not capturing in the West Midlands.
- XIII. Until they were able to progress a more mature conversation of what the package would look like gives the ability to design a programme of schemes that would deliver them over time, they would struggle to deliver them in a way that they had.
- XIV. In terms of the route study, it was understood that this was a Network Rail issue, but they were supportive of the work and were trying to move it into their priority.
- XV. In relation to Police enforcement they would take this away as this was not something they had control of at the ITA. The work and propositions that were set up in the document were being modelled through evidence.
- XVI. With regard to the Metro from the City Centre to Birmingham International Airport, the route for this had not yet been agreed and there was a separate work stream that was looking at that Metro, how it would be developed and what the appropriate route would be.
- XVII. Ms Shoaf noted Councillor Huxtable's concern regarding the disposal of fixed assets by Centro and stated that this was a high level strategy and that they were trying to have a balance of the level of detail that was appropriate especially on a scheme based in a high level strategy versus what was more appropriate at the next tier. There was a need to be clearer in the next iteration. She stated that she took on board the point that was made earlier that they needed to make clear the notion of this hearing and the primacy of document and this would be taken up.

- XVIII. In terms of the Tamworth Line and the Camp Hill Cords, they were huge advocate of the Camp Hill Cords and they push every chance they had and organise responses to Network Rail to prioritise Camp Hill Cords. It features in Midlands Connect and they were all on the same page with Camp Hill Cords and it was not a scheme which was in their gift to deliver effectively through the ITA and the TDC and all the Councils in the West Midlands continue to be advocates for that scheme to bring this forward.
- XIX. There was a meeting (as they speak) of West Midlands Rail which was an emerging partnership with Government looking at close classification for the next franchise for London Midland and eventually the West Midlands would take over through devolution the running and management of that franchise going forward. The ITA had little influence over the network that serves the West Midlands.
- XX. West Midlands Rail was going through individual Cabinets being established and that it was important to the DfT that it exist and was the ambition around rail services that they would see those services devolved to their control in the West Midlands that was a geography different to that of the ITA and was a wider partnership across the West Midlands. This was the way they were trying to control some of the issues they did not have control of specifically, the question concerning Virgin, it was critical to the ITA that people who used the rail network were safe, that they feel safe and that they pay their tariff and if it was found that the private operators were reducing their staff, or allow those things to happen, this was something this was something that was in all their interest to be rectified.
- XXI. In terms of signage, this had a lot to do with what the underpinning objective in the document around innovation and the assets they had. Transport was changing rapidly and the way that people travel and makes informed travel choices and choose what mode was used was changing through the use of smart phones, notifications, evolution of cleaner engines, hydrogen driverless cars and was an exciting time to be involved in transport.
- XXII. They had through innovation the ability used intelligently to ... onto different times where they had inbuilt infrastructure already. The question was how they used the infrastructure they had – the innovation and the technology that they had to ensure when there were peak times on the network that they could help spread that peak and move people onto the network in non-peak times. It was important to recognise that they needed to harness data innovation to change the way they all travel so that they could achieve the modal shift they spoke of earlier.
- XXIII. It was not meant that modal shift was secondary in terms of importance, but was in terms of the way it was laid out in the Plan. The Plan was predicated on the modal shift.

The Chairman thanked Laura Shoaf and Jake Thrush for attending the meeting and presenting the information.

PUBLIC REALM – THE CITY’S STREETS, SQUARES AND SPACES

- 19 Craig Rowbottom, Principal Development Planning Officer and Richard Cowell, Development and Planning Manager were in attendance. They drew the Committee’s attention to the presentation concerning *Transforming the Street, Squares and Spaces of the City Centre*.

(See documents No 2)

An extensive discussion took place and the following is a summary of the principal points made:-

- a. The key thing was to emphasize the importance of public realm and to start that debate, but primarily looking at the piece of work to be brought forward on the City Centre. Hence the focus on City Centre projects and the approach to the amount of money and budgets being set aside.
- b. It was important to empathize that as a department; they were also looking at the local centres and bringing forward a separate piece of work looking at local centres in the future. This was something that fits in with the local centres Supplementary Planning Documents (SPD) that looked to the management of retail spaces etc. There was an opportunity there to look at this afresh and this was where they could pick up public realm in local centres.
- c. Primarily, they were focused on the City Centre, hence, the emphasis on the budgets and the projects. They could bring back a future presentation to look at the issues around local centres and the successes there and how they deal with them in the future.
- d. In relation to the funding aspect, the money that the City Council had put in had been used to leveraging money from partners. They had a lot of commitment from the GBSLEP and local Business Improvement Districts (BID) to the quality of public realm. They were able to secure a significant amount of money for the City Centre, but there was also a lot of work being done looking at local centres. They were not avoiding the important asset the City has.
- e. Looking to the future, this money being committed to schemes in the City Centre would be delivered over a number of years. There was a lot of commitment from the GBSLEP, the Growth Fund being set aside and needed to be spent over the next few years. This was particularly a priority from the GBSLEP perspective.
- f. As they go forward there may be other opportunity through the Enterprise Zone, other opportunities through the GBSLEP or the Combined Authority to access funding. The key thing from Planning and Regeneration perspective was that they had a clear strategy in place that they could then use to attract funds and demonstrate a clear strategy and vision on where that money should be spent.

- g. Members' comments were helpful in terms of the general principles they would like to see and to ensure there factors in the public realm emerging in the City Centre in the future and other locations. The comments would be incorporated into the policy development.
- h. In terms of funding, Birmingham City Council's contribution - £1.9m, was the figure that went into the Golden Square for public realm enhancement in the Jewellery Quarter which helped to levering investment from the European Development Fund (EDF) which was £0.65m in that project as well as some Section 106 money. In most of the other cases BCC money was put into public realm projects. The other amounts of money mentioned in the slide were minimal and was focused on the various LEP contributions through the EDF or local Growth Fund.
- i. The Centro contribution was part of the overall Metro budget works in delivering the improvement to the footways in the City Centre.
- j. With regard to sustainability, this would be factored into the emerging strategy in terms of the environmental gain it could achieve. It was important note that the strategy was helping to deliver what was set out in the Birmingham Development Plan (BDP) which had a policy in place in terms of delivering green infrastructure across the City.
- k. In terms of the guiding principle, and the wider benefit this could have on the local centres, this offers that potential, but it was about understanding those local areas and what would work best in those areas. There was a need to understand the different partners in the local areas that contribute to bringing those strategies going forward in the future for those local areas if this was what was needed. There may be a number of options available to them in terms of how they expressed this – Neighbourhood Plans as mentioned earlier which was one option.
- l. With regard to the question of budget around how they would maintain some of the projects going forward, this needed to be seen in terms of the context with the Amey contract that was in place. Any improvement over and above that needed to be accounted for within the project. This was assessed on a project by project basis as they were brought forward and resources were needed to ensure those overall enhancements could be resourced going forward.
- m. In relation to climate change infrastructure aspect, this fits in with the BDP and the wider vision for the City in terms of how they do a climate change green infrastructure. On a specific basis looking at the City Centre, within the SPD for the streets squares and spaces, one of the key principles was how they green up the environment. There was a lot of potentially hard landscaping a number of which had been inherited from the redevelopment in the 50's and 60s.
- n. They were seeing the improvements through the East Side City Park which was an example of a City green space which was also a free space where people could go and use at their leisure. There was a variety of different

environments there, both green and harder. They needed to think about children and young people of all ages to ensure that they had different spaces for different people particularly in the City Centre to cater for the different types of people who visit the City Centre.

- o. From a climate change perspective, they were pushing a number of agendas in the direction of the document, particularly around trees. There were challenges around how they deal with the current restrictions around the Amey contract with regard to introducing trees. The reason being the maintenance cost, design aspect of this, but they were working through them where they had bespoke designs etc. shrubs and other types of green plants they could bring into this. This would figure highly in the document.
- p. They were looking at a number of specific projects, the largest of those being Birmingham Smithfield and the wider area which would have an important public realm included. They were looking at zero emissions in the city, carbon reduction, how they could deal with flood management, water and surface water management.
- q. When they drilled down into specific projects within the City Centre, they were now applying the principles set out in the BDP to deal with some of the challenges that were in a dense city such as Birmingham although not as dense as some others around the world.
- r. The points around maintenance and street furniture were important. The Amey contract was looking at standardising the approach across the City. They were working within those confines and were making emphasis in the document around having simplified quality materials, simplified street furniture and about rationalising the street furniture. This could be applied across the city equally. This was important in terms of long term maintenance.
- s. In terms of the graffiti and the welcoming environment, parts of the City Centre could be improved and they were looking at this through the Curzon Masterplan in Digbeth and how the maximise the opportunities from HS2, Birmingham Smithfield was another prime example. Graffiti could be used as a means of Art through communities particularly in the Digbeth area and how they could take ownership of that locality and use this as a means to provide Art etc.
- t. In relation to the timetable, the City Centre document would be out for consultation by year end, but before Christmas. This would be important to get an insight on the issues they needed to deal with. The local centres document was at the start and they only had an SPD for the local centres that primarily dealt with retail. This was being refreshed and there was an opportunity to come to the Committee to allow the Members to talk about the local centres and how they could bring forward the purpose document that work for those areas. They would revert back to the timetable on those local centres.
- u. With regard to how they work with other departments, there was a key link with Transportation and Place Directorate. They were in dialogue with other

parts of the Council to ensure people were clear about their involvement with this. They were building on this and applying it to key projects in the City.

Members then made the following comments: -

- ❖ Councillor Huxtable stated that they had the local centres SPD and those that were published in December 2011 and the work was taken on by the relevant Scrutiny Committee in terms of the local centres concerning the report amongst others as a basis from June 2012. He expressed disappointment that they were now in 2015 and were still talking about the SPDs from 2011 and no mention made of the conservation areas and the public realm within those conservation areas outside the City Centre, how they protect them etc.
- ❖ The Chairman advised that the SPD in terms of the local centres were due for refresh and that they were aware of their existence.

The Chairman thanked Craig Rowbottom and Richard Cowell for attending the meeting and presenting the information. The Chairman further expressed thanks to Aston Manor and Ninestiles Schools for their involvement with the Scrutiny Committee in getting the opportunity for their students to produce the document referred to earlier on the *Public Realm*.

BIRMINGHAM YOUTH PROMISE

Councillor Holbrook, Cabinet Member for Skills, Learning and Culture and Shilpi Akbar, Assistant Director, Employment presented the item. They drew the Committee's attention to the update concerning the *Landscape for Youth Skills* and *Birmingham Youth Promise Dashboard* documents circulated at the meeting.

(See documents No 3 and 4)

Councillor Holbrook highlighted that the Dashboard was only a prototype and that the figures were slightly out of date. She advised that rather than looking at the direct figures, they wanted to share the prototype with the Committee early to get the Committee's views and opinion. She stated that when the Dashboard went live it would be shared with Scrutiny on a regular basis.

The Committee expressed thanks to Councillor Holbrook and Ms Akbar for their excellent, impressive and encouraging work and the useful and clear information contained in the documents.

In response to questions from Members, Councillor Holbrook and Ms Akbar made the following statements:-

- i. The acronym NALM meant not available to the labour market.
- ii. Councillor Holbrook noted Councillor Evans' comment concerning the percentage of looked after children that went into apprenticeship and advised that they were not supporting enough of them into the world of work. Being

able to change this was about knowing about it and this was the reason it was a target on the Dashboard.

- iii. A number of looked after children got the best educational support a number of which move into academia rather than anything else. The truth was that the 2% figure that went on to apprenticeship, shows what was happening across the wider Birmingham piece that pathways either academic or technical were not equally valued or taken. This was the bigger issue that was picked up, but they were working on it
- iv. Councillor Holbrook noted Councillor Jenkins' comment regarding youth unemployment and advised that they were not getting complacent concerning the issue. They still had 5.8% of the youth population without a job or a placement in employment. What was known was that they believe they had the landscape and the mechanism. The reason they believed this to be so was that Birmingham was closing the gap than anywhere else in the UK. Although their figures were the highest they were getting close to where they wanted it to be.
- v. They were socialising the Dashboard and the work that they were doing in terms of the data being presented. The Dashboard was trying to tell the outside world and the Committee that when they look at the sum total of what deliveries were happening within the local authority and other parts of the public sector, and through the investments that was made, the discretionary funds be it at a regional or local level, and they wanted to see the impact of that work. This was important as ultimately the little training that was happening on a citywide or district level, the question was how this had affected the rate of unemployment level in young people and whether this was getting the impact shown on the graph.
- vi. What they did not want to do was to put diminishing *pots* of money into projects and programmes interventions that were not working. This would help to tell them that story and to indicate where they needed to put the investment now and the future. This captures the statutory indicators that they needed to capture as a local authority how the other part of the machinery referred to earlier was contributing to this.
- vii. The reason for the Not in Education Employment or Training (NEET) 16 – 18, was the element of service that the Birmingham Careers Service was providing to the City. The Council needed to track their own investment in services to young people and to ensure young people went right from the age of 16 years old up to 24/25 years old.
- viii. The way funding was delivered or the way policies were developed often put young people into various categories which include 16 – 18; 14 – 19 and 18 – 24. DWP measures youth from the 18 – 24 categories. They were trying to tell much of the story as possible, but there was some way to go in ensuring that it was relevant and that the data they were capturing on a monthly or quarterly basis was robust. If it is robust they wanted to share it publicly.

- ix. They were working with partners this week in the Birmingham Youth Partnership and even their public health partners were saying that they would like to include young people services around Mental Health and Learning Disability and look at the impact of what was happening in the City on those indicators. St Basil's Youth Hostel wanted to receive young homeless people or young people who were at risk and tracking some of these things. There was a need to broaden this, but unless it was robust, relevant to people, the partners and service providers, it would fall by the wayside.

At this juncture, the Chairman then invited Calvin Biddle, who was working on a Department for Work and Pensions placement with the Scrutiny Committee to address the Committee. She added that he was an example of how the City Council could be working in terms of the diagram that was presented earlier.

Mr Biddle stated that he had graduated from Aberystwyth University with a degree and had moved back to the City in July 2015. He advised that he was looking for employment and as he was claiming Universal Credit he had to visit the Job Centre. He stated that his work coach had suggested that he undertake a work experience to increase his prospect of employment. He stated he was referred to the City Council who enquired what he was interested in doing. He stated that he was interested in politics and was referred to the Scrutiny Committee where he was offered a placement. He highlighted that it was good that he had the experience of preparing for and attending an interview which was helpful.

The Chairman stated that Mr Biddle's work placement was non-political and that it was the City Council's bureaucratic machine that he works for.

In response to further questions, Councillor Holbrook and Ms Akbar made the following statements: -

1. They ensure that the people who were involved in the programme - service providers who were providing the data, but when it came to analysing the data, this was referred to their analysis to ensure that there was integrity behind the information.
2. They were not double counting, or counting things that they would report to Central Government. It was about the contributions and some of the parts and services that were impacting on the figures. Working in partnership and seeing the pathways of young people was important and behind all of this was engagement for the young persons and their travel through the various parts of provisions they wanted to pick up.
3. There may be elements where a person may start off with the Birmingham Career Service and then move on to become an apprentice. They would then be picking them up. There may be crossovers at particular points, but the information they had and counting would be in line and attune to what they would be putting out as public data.
4. One element of the Youth Promise they had been trying to pull together and was proving difficult was a transport offer. This point was raised at a previous Scrutiny Committee in relation to the universal transport offer for young

people as young people advised that the challenge for them was to get around whether it be to college, work or job opportunity or apprenticeship.

5. It was known that young people did not feel that they were part of the City and were unable to access things. This was more than being able to get on to a bus, train or cycle to get to college, work etc. It was about being able to access all the things the City had to offer and young people owning the City the same as others do.
6. Meetings were held with Centro and the different providers. There were a number of different schemes available including a *Travel to Work Scheme* operated by Centro; a number of others where free transport was provided for young people; the colleges also provide funding for free transport for their students; the DWP had an offer of free transport to work, but it was felt that the schemes were so fragmented it was difficult for people to know which of these schemes to use.
7. They were undertaking a piece of work to look into the issue and perhaps Scrutiny could take a lead on this issue to help in terms of what this looked like in other parts of the country and what they might think about in terms of joining up all the transport offer.
8. In terms of Districts, they did not have jobs in every district and it was important to get the connectivity and the transport right. There was a need to get people use to travelling. People could get to anywhere in the City within an hour. In a huge part of the country this was not an unusual commute time.

Following discussions it was

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RESOLVED: -

- i) That the Committee include the jobs and skills plan as an item in its work programme; and
- ii) That a letter be sent to all Districts Chairs inviting them into the discussion concerning the issue.

The Chairman thanked Councillor Penny Holbrook and Shilpi Akbar 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)

Councillor Huxtable commented that Councillor Holbrook had attended this Scrutiny Committee twice since the start of this Municipal Year. He stated that it was noted from the work programme that Councillor Lisa Trickett, Cabinet Member for Green

Smart and Sustainable City would be attending the Scrutiny Committee scheduled for the 23 October 2015, in relation to the Birmingham Cycle Revolution item and on the 13 November 2015. Councillor Huxtable stated that what he did not see was either Councillor Tahir Ali, Cabinet Member for Development, Transport and the Economy or Councillor Shaffique Shah, Cabinet Member for Inclusion and Community Safety. He added that the Cabinet Member for Inclusion and Community Safety would take over Councillor James McKay's role in the 20 mph and road safety strategies. He enquired when the Cabinet Members who played a fundamental part in this Committee would be invited so that the Committee could critically scrutinise their plans as an Overview and Scrutiny Committee.

The Chairman advised that in terms of the Road Safety item on the agenda, they had invited Councillor McKay to attend the next Committee meeting, but he would not now be attending and that an immediate invitation was extended to Councillor Shah who had expressed that he was more than happy to support in any way he could, but it needed to be understood that he was only a week into the role. She added that Councillor Shah may not be *on the ball* in terms of the *Road Safety* item as the Committee might be preparing for and this was the reason he was not yet included on the work programme.

With regard to Councillor Ali, he supports this Committee and pays a keen interest in it. He could be invited at any time and on any issues in relation to transport infrastructure. The Chairman advised that she had invited him to attend this meeting. He was listed to give a report in February 2016. Councillor O'Shea requested that they look at the Birmingham Cycle Revolution (BCR) at New Street Station. The Chairman advised that they had an opportunity next Friday when they look into the work on Changing Gear, the Sustrans report and delve into the achievements of BCR.

Councillor Huxtable made reference to the Business Improvement Districts (BID) and stated that they were told that this would be a proposal through Cabinet and that they were coming forward and there would be consultation. He added that he had made the point that there were various local centres that were up for re-ballot in 2016, who had started the re-ballot and a consultation process, examples, Acocks Green and Northfield. He stated that the BIDs wanted certainty as to what the proposals would be and whether they would affect them from the date of the re-ballot and the new bids. Councillor Huxtable stated that he could not see this in the work programme and future Cabinet decisions. He enquired whether there had been any updates on the issues.

The Chairman stated that the BIDs could approach this Committee concerning any issues with the City Council at any time as they were assured of that. She advised that she was aware that the BIDs were in uncertain time and that there was a slot in the December's Scrutiny Committee meeting on *Local Centres Update*. BIDs were at the centre of any local centre on any discussion and the most natural place to bring them all in should this be necessary was for December's Scrutiny Committee meeting. The Chairman stated that budgetary processes and issues and different decisions in terms of the future for business in the City would have an impact. It was about the timing and ensuring that they get things right with the correct information.

Councillor O'Shea stated that the BIDs themselves needed some clarity on where things stand at the moment and the immediate future.

Councillor Huxtable stated that it was noted that from the Cabinet decisions the transportation and highways capital programme 2015/16 and 2017/18 was due to be discussed at Cabinet on the 20 October 2015. He added that it appeared strange to him that they were talking about the capital programme starting in the Municipal Year 2015/16 and yet it still did not get to Cabinet until October 2015. He further stated that in previous years the capital programme for the future Municipal Year was discussed and agreed in February/March of 2015 for implementation at the beginning of the Municipal Year 2015/16. He enquired what the delay was and whether this would have a knock on impact in terms of delivery.

The Chairman advised that as Chair of the Scrutiny Committee she had the right to attend Cabinet. She added that if the Committee would like her to do so she would be more than happy to attend and ask the Cabinet Member the reason for the delay. She further stated that if there were issues with the capital programme they had the right to call it in.

21 **RESOLVED:-**

That the work programme be noted.

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

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

AUTHORITY TO CHAIRMAN AND OFFICERS

23 **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 1253 hours.

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CHAIRMAN

BIRMINGHAM CITY COUNCIL

BIRMINGHAM ECONOMY, SKILLS AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE 23 OCTOBER 2015

MINUTES OF A MEETING OF THE BIRMINGHAM ECONOMY, SKILLS AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE HELD ON FRIDAY, 23 OCTOBER 2015 AT 1000 HOURS IN COMMITTEE ROOMS 3&4, COUNCIL HOUSE, BIRMINGHAM

PRESENT: - Councillors O'Shea in the Chair;

Councillors Barrie, Evans, Huxtable, Jenkins, Jones, Quinn and
Spencer

ALSO PRESENT

Councillor Shafique Shah - Cabinet Member for Inclusion and Community Safety
Councillor Lisa Trickett - Cabinet Member for Green, Smart & Sustainable City
John Bennett – Pushbikes
John Carrigan - Project Manager, Big Birmingham Bikes
David Cox - Chair, CTC (National Cycling Charity)
Philip Edwards - Head of Growth and Transportation
Joe Green - Sustrans
Ewan Hamnett - Health and Wellbeing Board, Physical Activity Champion, NHS
David Harris - Transportation Policy Manager
Robert Latham
Jason Leach - Canal & River Trust
Graham Lennard - Principal Active Travel Officer
Andy Middleton - Cycling Programme Manager
Varinder Raulia - Head of Infrastructure Projects
Dene Stevens – Sustrans
Errol Wilson – Committee Manager
Benita Wishart - Overview and Scrutiny Manager

NOTICE OF RECORDING

24

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

- 25 Apologies for non-attendance were submitted on behalf of Councillors Badley, Hughes, Islam and Rehman. An apology for lateness was submitted on behalf of Councillor Quinn.
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BIRMINGHAM ROAD SAFETY STRATEGY

- 26 Councillor Shafique Shah, Cabinet Member for Inclusion and Community Safety; Philip Edwards, Head of Growth and Transportation; David Harris, Transportation Policy Manager and Varinder Raulia, Head of Infrastructure Projects was present for the item.

(See documents No 1)

Councillor Shafique Shah, Cabinet Member for Inclusion and Community Safety; Philip Edwards, Head of Growth and Transportation and David Harris, Transportation Policy Manager responded to Members' questions and the following were amongst the points made:-

- I. Concerning the lack of option for recording near-misses, there was a differential between the Council's programmes which looked at the patterns of known accidents. Finite resources had been prioritised to tackle issues where it was known things happen. These criteria did not apply to monies provided for the Ward's measured programme. Each Ward received £12.5k per annum, but there was no stipulation of any value for money criteria for those works. Members were encouraged to have a careful and detailed thought on how this money was being used as it could be used to tackle some of the near-missed issues.
- II. They were working with the Police concerning how they could capture issues of road safety concerns across the City and was trying to look at how they could do this in a more advanced way by the internet. As officers, they could not receive pictures, emails etc. from 120 Councillors on a daily basis, as they did not have the resource to deal with that, but if they could have an internet system that was linked into a mapping interface, they could then look at this on a whole.
- III. Occasionally they would be made aware of a location which may be on the threshold or may not intervene in terms of the safety schemes. Example, Court Oak Road in Quinton Ward where there was an incident and the statistics were based on the cusps of 9 accidents. What they did was to take

the views of local residents into account. There were instances of damage to signal equipment, guard railing and kerbing which was picked up through their relationship with Amey. From the process of putting together road safety, the statistics and local knowledge came from residents and Members and with information from Highways, they did a scheme at that location to address the issues.

- IV. Regarding the Dashboard and reporting, the Department of Transport (DfT) had recently released a document on road safety statistics and they were trying to distil that and upload something onto their website where they could condense that information in an understandable form that could be circulated annually. This was a detailed document that was broken down across a number of different factors by districts across the country, regions etc.
- V. All public sector partners' resources had been limited across the various functions. They were aware that there had been elements that had resulted in under reporting of accidents. In the last few years there had been a log of data that was received from the Police. This then gets passed on to a web system which was hosted as part of the Council's contract to monitor all the transport data.
- VI. Councillor Shah noted Councillor Huxtable's comments concerning school cross patrols and advised that school crossing patrol was dealt with by his predecessor and would be completed by the end of the year. The current policy states that priority should be given to this where there were no pedestrian control lights. One of the challenges they faced was to fill the vacancy with suitable candidates.
- VII. It was agreed that £12.5k highways budget for the Wards was not sufficient and that it was to be properly used on highways issues to make the roads safe. Concerning the 20mph limit on roads, pilots had started in certain areas. It was about raising awareness around the 20mph limit. This was also about proper signage to inform people that it was 20mph and to find a way for people to observe the 20mph zone.
- VIII. Regarding the consultation on the Road Safety Strategy, if Members felt that they wanted to feed into this further, the consultation could be further extended.
- IX. With regard to the 20mph limits, 2 of the 3 20mph pilot areas had been approved through the Cabinet process. These were likely to go on site shortly. A zone in the City Centre which had been brought forward and a fourth zone called B2 were funded through the Local Growth Fund as part of the Local Enterprise Partnership monies.
- X. In relation to street lighting issues, this would be looked into. Discussions were had concerning Cotteridge outside of this meeting and the issues raised would be addressed.
- XI. It was worth reflecting back in relation to where they had been in the last 5 years with regard to funding not just for road safety, but transportation.

Concerning the Integrated Transport Block, in 2008/2009, the City Council's allocation was £10.9m. In 2015/2016, they were currently operating by £0.12m. Broadly speaking they were operating with 50% less money than they did pre-recession. Some of this money was transferred into the Local Growth Fund. Previously they had a Road Safety Grant which was approximately £4m across the West Midlands area. £3m was spent on revenue use which was marketing promotions campaigns etc. and a further £1m was spent on speed cameras operation.

- XII. Regarding the Revenue Support Grant, the City Council's annual budget was about £150k per annum. With regard to officer resource, they had schools dedicated travel plan funded by a national grant, but this was now gone. They had an integrated safety team and the number of those staff resource was half what they were in 2012. They needed to reposition themselves, reinvent the way they did things, innovate, form different partnerships, amalgamate roles and cross subsidised in some cases how they do things and learn how to bid effectively into government funding rounds.
- XIII. A significant bid was made for the Cycle City Innovation Grant for £17m in round one and £22.1m in the second round. As part of the funding round they included road safety into those projects. The 20mph limit was built into that programme. They had Pinch Point allocations from Government and one of the areas they struggle to tackle, where they had £10.9m of ITB, was some of the larger junctions where they had serious safety issues such as Bordesley Circus. By utilising a bidding process, and using ITB match, they had managed to start tackling the serious road safety issue of about £1.7m.
- XIV. In addition, they had the LSTF strand in North Birmingham, the West Midlands major and they had learnt how to work with the LEP in terms of building not only road safety, but cycling into the LEP's agenda. Their work with private sector partners – DBS Law - who had funded a whole series of safety workshops where they commissioned the CBSO to commission a piece of music. About 5000 school children were put through those road safety education programmes.
- XV. The City Council's Road Safety officers met with DBS lawyers and were given road safety training. They had gone into schools to deliver some of that training. They recently had Transport for London (TfL) speaking to them concerning how they could look at freight issues and some work around Forwards and Clocks concepts had been undertaken.
- XVI. With regard to partnership working, they had reinvigorated the road safety partnership so that they could work better with other public sector partners. They were working with the Police around recording accidents on the website and doing community speed watch involving the Police, Elected Members and residents concerning speeding and road safety issues. They would continue to innovate, reposition, reprioritised bids wherever they could to ensure that they maintain the good road safety service within the City.
- XVII. A baseline assessment of the pilot areas was undertaken and they had pulled together a baseline assessment of journey times and speed. They were

currently in the implementation phase, but once they had data concerning performance, they would go review what was happening to see if a difference had been made. They would engage with key stakeholders to ascertain perception of the user and speed limits. A follow-up survey and questionnaire would also be undertaken with stakeholders.

- XVIII. In relation to the Vehicle Activated Speed Signs (VASS) the experience was that the technology that existed for these signs only work for 5 – 10 years maximum. If they were to be accrued as part of the general maintenance on a daily basis, this would be expensive. The policy adopted was that when these signs go off, the site would be reviewed to ascertain whether there had been any improvement or any need to continue with the signs or a replacement or repair of the sign. District Engineers were encouraged to have more portable VASS so they could be moved to other sites. The street lamps issues would be referred to their highways colleagues.
- XIX. Concerning the enforcement of the 20mph speed limit, Council officers and Elected Members were engaging with the Police around enforcement. Police resources were stretched in terms of their ability to enforce across the network. They were looking at how they gather appropriate evidence with the Police to allow enforcement in certain areas. Discussions were on-going about how the 20mph limit would be enforced.
- XX. With regard to patterns of accidents, there were various factors and exposure was one of those issues. A number of busier roads and journey patterns the community make within those areas and demographics came into play. They were developing strategies and interventions and would need to look at this and target those interventions specifically.
- XXI. The school gate parking activity had been initiated and was about developing new initiatives in partnership with the Police, the Civil Enforcement arm of the Council and working with schools to build a 'hearts and mind' campaign about how people should behave in and around schools. This links the work they do around schools travel planning – mode shift starts – which puts the onus on the schools. They would work with schools on promotional materials, banners and posters to get the children focused with teachers and parents concerning their behaviour at the school gate.
- XXII. Concerning Forwards and Clocks, they were exploring the Cycle Schemes Clocks and the Fleet Operated Cycle Schemes both of which were led by TfL. Representatives from TfL had met with Councillors Trickett, McKay and Stacey to consider how this was being taken forward in London and what they needed to do to put these measures in Birmingham. TfL were working with colleagues in Procurement and Fleet and Waste Management to look at what they needed to do to embed those principles. TfL was to undertake an audit of the City Council's vehicles in order to get them credit and to understand what needed to be done to get them up to certain standards.
- XXIII. In terms of when HGV journeys took place, this needed to be done through the planning system. It was needed to look at planning conditions, but there was a vast range of planning conditions in place across the City going forward

through things like the Birmingham Development Plan and the emerging development plan document. If they could get the right conditions in, they could start to make a difference.

- XXIV. Accident Plans were sent to all Ward Councillors in previous years detailing Road Safety locations in each Ward. There was a whole raft and package of things that the Council did on the issue of road safety. It was not an issue that they waited for someone to die. Going through the whole education programme, that the Council operates – schools travel plan, mode shift starts, pedestrian training, driver education campaign and a whole programme of campaigns, road safety week schools out campaign, be seen be safe etc.
- XXV. The issue was how they prioritised the main road safety programme. They had a finite amount of resource and there was a need to have a methodology in terms of how they prioritised and this was based on the numbers of recorded accidents where they know there was an observed problem.
- XXVI. Regarding resources, the programme that was taken forward was a joint Highways Capital Programme. Road safety was a technical and at times academic subject, but they could look at districts individually if members think that this would be helpful. Mr Edwards noted David Cox, Chair, CTC (National Cycling Charity) comments and advised that there would be opportunity for discussions with partners concerning the consultation. It was noted that the consultation would be extended for a couple of weeks.
- XXVII. With regard to timescale, the plan was to seek to adopt the strategy with a report to Cabinet in January 2016. There were 130 responses to the consultation from a range of organisations and individuals, internal Council departments, the Integrated Transport Authority (ITA) various community groups and people who had responded by the Be Heard website. Hardcopies of the consultation was placed in libraries across the City, posters, leaflets and copies of the questionnaires were supplied to the library for return by a freepost address, Councillors pigeon hole with a covering letter from Councillor McKay, but to date only one Councillor had responded. They had distributed to all members of the new Birmingham Road Safety Partnership, press releases including a video message from Councillor McKay, article in the Birmingham Mail and a number of Birmingham Forward articles during the period of the consultation. 15,000 leaflets were being distributed across the City to leisure centres libraries, sixth Form Colleges, Police Stations and the Fire Service station at Safe Side, places of worship etc.
- XXVIII. The speed cameras between Birmingham and Solihull will be switched on in April 2016. These pilot cameras would replace the old cameras and would be in 8 locations. The Council did not get any income from the fines generated from these cameras as this went directly to the Treasury. The discussion needed to be part of the future funding model for safety cameras through the Combined Authority or the Devolution Deal. There was a detailed legal agreement concerning the speed cameras that sits behind the new operation with the Council, Police and Solihull MBC. A detailed procurement process was also completed which would be subject to the Executive decision.

- XXIX. In terms of the strategic outcome of the strategy, the number and severity of the road traffic accidents and the number of people killed, seriously injured or injured, they had a baseline data on this. They did not set a target, but had looked at the work done by the DfT concerning the strategic framework for road safety and the forecast set that by 2020, they would see a 40% reduction on the average baseline from 2011 - 2015 by 2020. This did not just take the interventions of what the Council was doing, but had looked at all the external factors that influenced road safety and how these trends were progressing.

The Chairman thanked Councillor Shah, Philip Edwards, David Harris and Varinder Raulia for attending the meeting and presenting the information.

(Councillor Victoria Quinn in the Chair)

BIRMINGHAM CYCLE REVOLUTION – MILES COVERED: INVESTIGATORY SESSION TO DEVELOP TOR TO UPDATE THE CHANGING GEAR REPORT INCLUDING BIKE LIFE REPORT

- 27 Councillor Lisa Trickett, Cabinet Member for Green, Smart and Sustainable City; Varinder Raulia, Head of Infrastructure Projects; Andy Middleton, Cycling Programme Manager; Joe Green, Sustrans; Dene Stevens, Sustrans; John Carrigan, Project Manager, Big Birmingham Bikes; Robert Lytham; and Graham Lennard, Principal Active Travel Officer attended for the item.

(See documents No 2)

Councillor Lisa Trickett introduced the item and gave the following overview of how things were going and the context of the Birmingham Cycle Revolution (BCR):-

- The positive contribution from David Cox and Adrian Lord, CTC, National Cycling Charity for the presentation they had put forward was to be welcomed.
- An exception was taken to the title of the presentation '*From Motor City to Cycle City*'.
- The cycling money was received and they had launched the BCR outside the context of '*Be Connected*' the urban mobility strategy.
- It was clear that they were moving from a motor city, but to a liveable city. They were moving to a city to improve and ensure residents' quality of life was improved. In doing so there had to be a clear modal shift. This was an important issue in the overall framework within which the BCR needed to be seen.
- The Road Safety Strategy was one strand and a part of the Be Connected plan and the BCR was another. The key thing they wanted to do was to change the way they moved products and people around the city.
- The City was a system that was made up of a series of different stakeholders, policies and regulations and policies interacting plans.
- To deliver something new when the whole history, culture and planning a city to deliver one outcome, potentially where the car growth appears to be good, they were trying to deliver inclusive growth and a liveable city, but there was a

number of challenges. They were reshaping a system which was a complex matter.

- In terms of the view that *cyclist was young and sporty*, it was felt that cyclist was middle aged men in lycra and the key ambition for BCR was to target those who did not currently cycle. Target the young people who would find a more active and positive lifestyle. For people to cycle, they needed to feel safer.
- With regard to some of the green routes and canal routes, they were trying to give that space for people to develop their knowledge and understanding of cycling.
- One of the fundamental things about this was the 20mph which was a powerful way of changing an emphasis within the city that speed kills and what they were trying to do was to change the way people think of their roads.
- Some positive work had been done on BCR and the Big Bike scheme was excellent. They had worked with schools where young people were excluded from mainstream schooling and through this work a group of young boys did the Triathlon and now had free bikes.
- The Active Streets Programme was about closing the streets and giving that space back to the people.
- Birmingham Connected identified a number of green travel districts where they could look in depth about the interaction with the different modes of transport in the area, the different communities, place, and practices to find a more workable solution.
- Only when they started to plan locally and engage locally they picked upon the point of road safety. It was needed to come back to districts with practical tools for Members to shape things. There was a need to look at how they provide a tool box that was replicable.
- In terms of the major investments, they did not have space in the roads, they were behind schedule. They did not lack ambition, but they needed to be realistic in what they were trying to do. Road spacing in the City would be changed and they would be moving away from the dominance of the car.
- There was a problem with air pollution in the City and Euro 6 Buses would not operate up to the maximum condition when there was parking on the roads and there were obstructions. There was a need to look at how the reduce pollution in the city.
- They needed to ensure that the roads were safer and visibility issues in terms of safety. An active city is a liveable and healthy city. An active transport was a fundamental part of their vision for the city as they go forward.

An extensive discussion took place and in response to questions, the following were a summary of the principal points made:-

- a. Bike Life report from Sustrans – They did not wish for this to come across as a league table of cities across the UK. They were not comparing like for like as there were 7 different cities with 7 different contexts which was different in terms of the starting point. The Bike Life Birmingham report was a stand-alone one in taking forward the BCR.
- b. The perception questions show that there was high level public support for cycling and investment in cycling. A number of people who did not currently

cycle would like to do so. This was something they were able to address and was a useful tool they could use to take the work forward.

- c. The report was inspired by Copenhagen to set a baseline and not to evaluate the delivery of the programme in Birmingham. This was done through a separate mechanism and the emphasis was how the report aims to capture the view through the representative survey which was part of the statistics that contributed to the report. There was caution in treating the report as a league table.
- d. For 6 of the cities, the cycle parking spaces were throughout the whole of the cities. In Belfast they could not give the whole of the city as it was the City Centre only. This information was in the methodology and not the report.
- e. The Sustrans report was to be welcomed as 60% of the people surveyed were already riding or wanted to ride a bike. It was believed that the number of people that ride in the Netherlands was 70% - 90%. This was the impression shared when the Chairman stated that there had been an increase in the number of people cycling in Birmingham when the issue was first discussed 3 years ago.
- f. There was demand for cycling, but it was felt that the City Council was not doing enough to deal with negativism towards cycling. This was seen from a wide range – from people on the ground, the highways personnels who were putting road blocks in place and finding reasons for not encouraging cycling. The impression was that Councils were finding reasons for not reallocating road space in favour of cycling.
- g. It was noted that it was this Committee that had launched BCR with *Changing Gears*. The BCR bid was a 20 year strategy and enabled investment to be planned ahead. Successful cities like Leicester had been able to do so. Whenever there was a successful bid, Birmingham would have a '*shovel ready to improve cycling*' and this was important. It was ambitious if it takes the whole city for the next 20 years.
- h. Birmingham Connected was great, but it was retrofitted on the BCR. There were a number of things to be completed and they were behind, but these had been renegotiated with the Department of Transport and it was hoped that these would be completed. This would be the critical mass of provision to enable people to start readjusting what they do and start using bikes. The hidden demand of cycling started appearing, but road safety was critical.
- i. There were problems with the details which had already being chronicled. The Big Birmingham Bikes should have had mud guards, the canal tow paths should have been swept and the tunnel in Edgbaston should have been lit from the beginning although this had now been done.
- j. The Dutch and Germans cycled more than us and they had more cars, but what they did not have was the congestion Birmingham had, caused by the over use of cars. They were not anti-cars, but pro-people and could sometimes do more things on a bike than in cars.

- k. Procrastination was being sensed concerning the issue. From a health perspective, they should not be procrastinating. In the City they had in excess of 80% of people who were inactive and obesity rate that had increased. This was a combination of a disaster for the health service.
- l. The *Active City* report should be considered as it makes the point that what was needed was some protected cycle routes. If this was done, there would be a five-fold increase in cycle use. The alternative to this would be an obese society where people would be in motorised wheelchairs with Body Mass Index (BMI) which was high. The proposals concerning BCR should be implemented. Not everyone would cycle, but it would be visible.
- m. BCR was not about being anti-car, but being pro-choice and about moving people throughout the city. There was the whole thing of equitability of how the road spaces were used and making decision on how this would be done. This should be looked at carefully to see how it could be made part of Birmingham Connected. It was about road space allocation and how they might split road space capacity for cyclists and transport going forward. The piece of work being developed currently was to look at road space policy. They need to work with partners in neighbouring authorities in the wider context to ensure that the networks joined up.
- n. It was agreed with the DfT that the highways package within Phase 1 would be completed by September 2016. There was a significant investment proposed within the later phases of the BCR Phase 2 and 3 over the next four years. They were learning from the lessons learnt in the past on how they consult schemes.
- o. A significant amount of stakeholders were involved in the scheme which was a detailed programme. Within the papers there were the networks they were proposing and from the map of 2020, there were substantial routes on the highways and off. It was challenging and officers had signed up to deliver in that network.
- p. They were learning from the lessons how they take the schemes forward over the next 12 months and beyond. There were structures in place, not least the fact that they were talking about the £62m investment (not all of this on the highway). A substantial investment was proposed on the highway network and the resources were in place to deliver the infrastructure. They have had some notable achievement regarding the number of cycle routes provided along canals and green routes and the supporting measures with Big Birmingham Bikes.
- q. They had created the mechanism where they had the capacity to construct, design and consult with people and this was a huge task to undertake as they were providing/upgrading 300km of roads. Two contractors were appointed and were currently on site and all the processes were in place. A number of schemes had been approved and the contractors were delivering on site. Phases 2 and 3 would be delivered as they had the capacity and the capability.

- r. The issue was one of health by stealth; people did not get active unless they figured this into their day. There was something to be said concerning an area and using that area as a template of what the city might look like. In Selly Oak, there were 10 schools closely packed into that area all of which had a large proportion of their children being driven to school.
- s. There was opportunity to look at an area of Birmingham and ascertain how this could be different. The Life Sciences Park, Dental Hospital and 40,000 people to get into that area would not work without active travel. There was the opportunity to address health, schools, transport to schools and be a template for the City. The City Council could break this down into smaller chunks. In planning applications for developments cycling was completely ignored. These issues could be addressed a bit at a time and gets money out of developers to change the cycling infrastructure to make it more cycling friendly.
- t. There were approval of new student accommodation without meeting the criteria and the need for cycling going in or parking – the rules were being waved to pleased developers and they should not be doing this if they were serious about the cycling revolution.
- u. The next phase of the bid proposed to look at green travel scheme in a focused way and a specific sum of money was allocated for each scheme. A conference at Birmingham University chaired by Councillor Trickett looked at Selly Oak specifically and they would be looking at the things referred to by Robert Latham. As part of the bid for Phase 3, they were looking at focussing on the main corridors investment so that they had some realistic and quality infrastructure.
- v. With the Phase 1 work, part of the package was the investment in the City Centre which includes a concerted look at parking in the City Centre. With regard to the canal routes, they had a lot of interest and they were in the process of rolling out signage along the canal towpath.
- w. Sky Ride would not continue as the City's sponsorship with British Cycling had ended. British Cycling had signed a new sponsor and this would be announced in due course. They were working on attracting revenue to the City to support cycling. This year they had the Cycle Festival which was the first of a 6 year deal they had signed. September 2016 would include a full road closure of the City Centre route. This demonstrates the ambition of the BCR and officers to put cycling first and the closure of roads into the City Centre.
- x. BCR sets out 5% target modal shift by 2023, 10% by 2033, but clearly modal split varies in terms of different parts of the City, example the green travel districts they set a target for achieving less than 50% car trips to those areas. Areas like the City Centre where there were public transport areas a higher modal shift could be set, but there were peripheral areas of the city where this may not be achievable. As they develop a City Transport Masterplan one of the things they needed to do was to consider how aspirational they could be in terms of the City's modal share.

- y. With regard the modal shift, in the Netherlands 42% - 60% of journeys were made by bikes. In Germany they started with a 2% modal share and then built their cycling infrastructure over 5 to 10 years at the end of which they had 20% modal share. Birmingham's aspiration seems low.
- z. There was still potential and ambition and public support and it was about how they come together and work towards the vision. The 20mph limit was one of the biggest things that would get more people walking, cycling and liveable in the city and encourage active travel. Within BCR, they wanted to ensure that they were putting in good approach provision. In terms of New Street Station, they were in discussion with Network Rail concerning the bike stands. The cycle routes on East Side would be replaced. There would be more parking at the station that set out in the 2010 strategy.
- aa. In terms of the Push Bikes, there was £6m of investment. A code of conduct and prioritisation of use of the canal towpath was needed. Maps were needed to signpost people and they were working with the Council concerning the issue. The level of cycling on canal towpaths had increased as a survey showed that more cycling on the canal towpaths was due to improvement. The mapping will have a new BCR version on cycling.
- bb. Big Birmingham Bikes was to work with community groups and they were working with college in Aston. They were actively using the canals. Etiquette guides for the canal towpaths were needed. Signs and intervention were important and the signing of particular Pinch Points

Councillor Trickett expressed thanks to all contributors and emphasised that they have heard where they had problems. The cycling community was active on social media. The question as to whether the Council was engaging, they did so in the way they tried to respond to the cycling community. It was known how important the car was, but they had to work and agreed they understood this point. Concerning the modal shift, they did not have to defend the car to do the job. The urban extension encouraged cycling and walking, they could have something positive and they were looking at this for Birmingham Smithfield. There was good engagement with Transport Strategy and Planning.

With regard to the modal shift and targets, they were worried that by setting targets they would miss the point. The multi-modal shift i.e. walking, bus etc. - different forms of transport that makes it liveable. The issue on signage would be taken back as different areas needed to have different signage. The traffic issue would also be taken back.

The Chairman advised that the Deputy Leader, Councillor Ian Ward had requested that an additional meeting be held on the 27 November 2015, concerning the Business Improvement Districts.

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

The following work programme was submitted:-

(See document No 3)

28 **RESOLVED:-**

That the work programme be noted.

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

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

AUTHORITY TO CHAIRMAN AND OFFICERS

30 **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

PIONEERED BY THE
ROCKEFELLER FOUNDATION

100



RESILIENT

CITIES

100 Resilient Cities Challenge

Apply by November 24, 2015

www.100resilientcities.org/challenge

Shock 1:*

(Select One)

- | | | |
|---|--|---|
| <input type="checkbox"/> Blizzard | <input type="checkbox"/> Disease Outbreak | <input type="checkbox"/> Earthquake |
| <input type="checkbox"/> Coastal Flooding | <input type="checkbox"/> Rainfall Flooding | <input type="checkbox"/> Hazardous Materials Accident |
| <input type="checkbox"/> Heat Wave | <input type="checkbox"/> Hurricane, Typhoon, Cyclone | <input type="checkbox"/> Infrastructure failure (i.e. bridge, nuclear power plant, electric grid) |
| <input type="checkbox"/> Landslide | <input type="checkbox"/> Riot/Civil Unrest | <input type="checkbox"/> Terrorism |
| <input type="checkbox"/> Cyber Attack | <input type="checkbox"/> Tsunami | <input type="checkbox"/> Volcanic Activity |
| <input type="checkbox"/> Wildfire | <input type="checkbox"/> N/A | |

Shock 1:*

(Select One)

☐ Blizzard

☐ Coastal Flooding

☐ Heat Wave

☐ Landslide

☐ Cyber Attack

☐ Wildfire

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☐ Tsunami

☐ N/A

☐ Earthquake

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Accident

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(i.e. bridge, nuclear
power plant, electric
grid)

☒ Terrorism

☐ Volcanic Activity

ROCKEFELLER 100 RESILIENT CITIES

Stress 1:*

(Select One)

- | | | |
|---|--|---|
| <input type="checkbox"/> Aging Infrastructure | <input type="checkbox"/> Chronic Energy Shortages | <input type="checkbox"/> Commodity Price Fluctuations |
| <input type="checkbox"/> Declining Population | <input type="checkbox"/> Aging Population | <input type="checkbox"/> Drought & Water Shortage |
| <input type="checkbox"/> Endemic Crime & Violence | <input type="checkbox"/> Epidemic of Drug And Alcohol Abuse | <input type="checkbox"/> Food Shortage |
| <input type="checkbox"/> High Unemployment | <input type="checkbox"/> Impending Depletion of Natural Resources | <input type="checkbox"/> Insufficient Educational Infrastructure |
| <input type="checkbox"/> Intractable Homelessness | <input type="checkbox"/> Invasive Species | <input type="checkbox"/> Lack Of Affordable Housing |
| <input type="checkbox"/> Lack of Social Cohesion | <input type="checkbox"/> Overpopulation | <input type="checkbox"/> Overtaxed/Under Developed/Unreliable Transportation System |
| <input type="checkbox"/> Political Instability/Sectarian Violence | <input type="checkbox"/> Poor Air Quality/Pollution | <input type="checkbox"/> Poor Health Infrastructure |
| <input type="checkbox"/> Pronounced Poverty | <input type="checkbox"/> Inequality | <input type="checkbox"/> Refugees |
| <input type="checkbox"/> Rising Sea Level and Coastal Erosion | <input type="checkbox"/> Shifting Macroeconomic Trends/Over Reliance On One Industry | <input type="checkbox"/> Significant Environmental Degradation, Air/Water Pollution |
| <input type="checkbox"/> Water Management Issues (i.e. problems with wastewater and drinking water) | <input type="checkbox"/> N/A | |

ROCKEFELLER 100 RESILIENT CITIES

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ROCKEFELLER 100 RESILIENT CITIES

- | | | |
|--|---|--|
| <input type="checkbox"/> Minimal human vulnerability | <input type="checkbox"/> Diverse livelihoods and employment | <input type="checkbox"/> Adequate safeguards to human life and health |
| <input type="checkbox"/> Collective identity and mutual support | <input type="checkbox"/> Social stability and security | <input type="checkbox"/> Availability of financial resources and contingency funds |
| <input type="checkbox"/> Reduced physical exposure and vulnerability | <input type="checkbox"/> Continuity of critical services | <input type="checkbox"/> Reliable communications and mobility |
| <input type="checkbox"/> Effective leadership and management | <input type="checkbox"/> Empowered stakeholders | <input type="checkbox"/> Integrated development planning |
| <input type="checkbox"/> N/A | | |

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"THE MIDLANDS ENGINE"

FUTURE COUNCIL

ROCKEFELLER

COMBINED
AUTHORITY

ZEC WBCSD

GOVERNANCE

COMMUNICATIONS
& MOBILITY
(DIGITAL)

INTEGRATED
DEVELOPMENT

3 PRIORITIES
FOR THE
ROCKEFELLER
MANAGER

INEQUALITY

UN-
EMPLOYMENT
(YOUTH
EMPLOYMENT
& SKILLS)

MACRO-
ECONOMIC
SHIFT

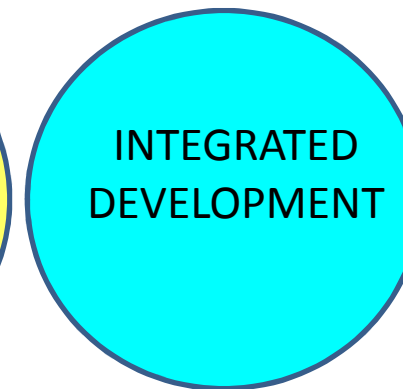
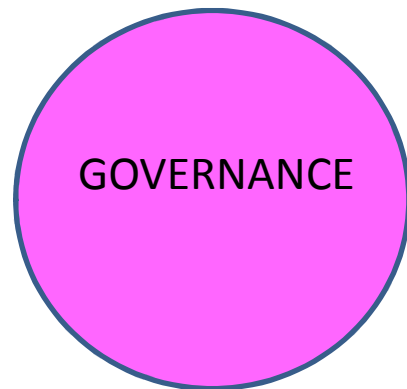
NATURAL
RESOURCES

4 'Stresses'
facing the
city from
the
Rockefeller
list

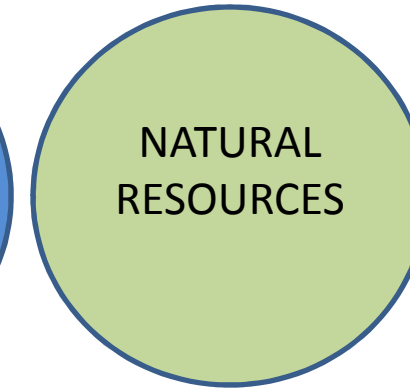
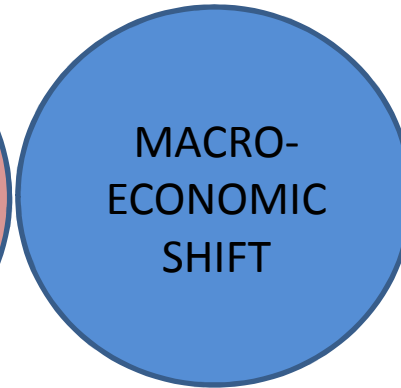
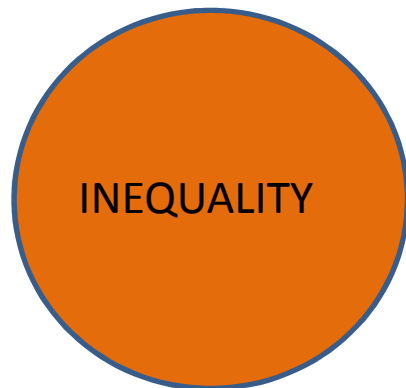
ROCKEFELLER 100 RESILIENT CITIES

FUTURE COUNCIL	ROCKEFELLER	COMBINED AUTHORITY	ZEC WBCSD
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A single agenda for the “Midlands Engine”, the Future Council and the Rockefeller and ZEC



3 PRIORITIES
FOR THE
ROCKEFELLER
MANAGER



4 ‘Stresses’
facing the
city from
the
Rockefeller
list



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
19th 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
10th 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
16th 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	Jacqui Kennedy, Acting Strategic Director, Place Deputy Leader TBC Cabinet Member for Development, Transport and the Economy TBC BCC Transportation
11th December 2015 1000 hours Committee Rooms 3&4	Cabinet Member for Sustainability	Cllr Trickett, Cabinet Member
	Tracking Report for Household Recycling Centres	Chloe Tringham, Fleet and Waste Management
	Tracking Report for From Waste to Resource	Tommy Wallace/Kevin Mitchell, Fleet & Waste Management
	Skills Investment Plan (TBC)	Jane Newman, Employment Development Manager
15th January 2016 1000 hours Committee Rooms 3&4	Flood Risk Management and Response Annual Report	Clive Wright, Drainage and Flood Risk Manager
	TBC	TBC
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



Date	What	Officer Contact / Attendees
11 th March 2016 1000 hours Committee Rooms 3&4	TBC	
15 th 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.
TBC		Business Improvement Districts Update

Call in Meetings

29th May 2015	Westside Bid	Decision: Not Called-In
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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
000289/2015	Repair and Maintenance of Lifts in Council Buildings - P0280 – PUBLIC	Commissioning, Contracting and Improvement	17 Nov 2015
000837/2015	Contract for the Provision of Responsive Repairs & Maintenance Services, Gas Servicing, Capital Improvement Work Programmes including Major Adaptions to Council Housing Stock in the North, South, West-Central, and East areas of Birmingham - F0239 - PUBLIC	Commissioning, Contracting and Improvement	17 Nov 2015
000199/2015	Commercial Investment Property Portfolio Update	Deputy Leader	17 Nov 2015
000389/2015	Appropriation of Parks Residential Properties into the Housing Revenue Account	Deputy Leader	17 Nov 2015
000599/2015	Sparkhill Pool Project - Revised Capital Cost	Deputy Leader	17 Nov 2015
000302/2015	Longbridge Connectivity Package	Development, Transport & the Economy	17 Nov 2015
000314/2015	Employment Pathway for Young People	Skills, Learning & Culture	17 Nov 2015
000315/2015	Iron Lane – Stechford Junction Improvements – Full Business Case	Development, Transport & the Economy	17 Nov 2015
000320/2015	Sustainable Drainage	Development, Transport & the Economy	17 Nov 2015
000499/2015	Birmingham Cycle Revolution Phase 2 – Canal Works Full Business Case	Development, Transport & the Economy	17 Nov 2015



Reference	Title	Portfolio	Proposed Date of Decision
000553/2015	KEEPING BIRMINGHAM BUILDING': BIRMINGHAM MUNICIPAL HOUSING TRUST (BMHT) ABBEY FIELDS , ERDINGTON PHASES 2 AND 3	Development, Transport & the Economy	17 Nov 2015
000615/2015	West Midlands Rail Ltd	Development, Transport & the Economy	17 Nov 2015
000712/2015	GBSLEP Local Growth Fund; Unlocking Housing Sites Programme	Development, Transport & the Economy	17 Nov 2015
000811/2015	Jewellery Quarter Cemeteries: FBC and Heritage Lottery Fund grant acceptance	Development, Transport & the Economy	17 Nov 2015
000824/2015	Driving Housing Growth through Institutional Investment in the Private Rented Sector	Development, Transport & the Economy	17 Nov 2015
000223/2015	Birmingham Community Energy Company	Sustainability	17 Nov 2015
000224/2015	Transportation and Highways Capital Programme 2015/16 to 2017/18 Programme Definition Document	Development, Transport & the Economy	08 Dec 2015
000315/2015	Iron Lane – Stechford Junction Improvements – Full Business Case	Development, Transport & the Economy	08 Dec 2015
000329/2015	Sutton New Hall Cemetery Development - Phases 2 and 3	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	Developing the Advanced Manufacturing Supply Chain Initiative (AMSCI) by Focusing in on the Related Future Rail Supply Chain	Leader	08 Dec 2016
000295/2015	ESF - Youth Employment Initiative	Skills, Learning & Culture	08 Dec 2015
000313/2015	Birmingham Cultural Strategy 2015-19	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
000312/2015	Ashted Circus Pinch Point	Development, Transport & the Economy	26 Jan 2016
000316/2015	Battery Way Extension	Development, Transport & the Economy	26 Jan 2016
000934/2016	Local Growth Fund Transport and Connectivity Hagley Road SPRINT Scheme	Development, Transport & the Economy	16 Feb 2016