

## **BIRMINGHAM CITY COUNCIL**

### **SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE**

**WEDNESDAY, 24 JULY 2019 AT 10:00 HOURS**  
**IN COMMITTEE ROOM 6, 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](http://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.

### **4 APPOINTMENT OF COMMITTEE AND CHAIRMAN**

To note the resolution of the City Council appointing the Committee, Chairman and Members to serve on the Committee for the period ending with the Annual Meeting of the City Council in 2020 as follows:-

#### **Councillors Labour**

Muhammed Afzal  
Olly Armstrong  
Liz Clements (Chairman)  
Julie Johnson  
Josh Jones

#### **Conservative**

Eddie Freeman  
Timothy Huxtable

Liberal Democrat  
Zaker Choudhry

5 **ELECTION OF DEPUTY CHAIR**

To confirm the election of the Deputy Chair to substitute for the Chair if absent.

6 **TERMS OF REFERENCE**

To fulfill the functions of an Overview and Scrutiny Committee as they relate to any policies, services and activities relating to sustainability; air pollution; transport strategy and highways.

The Committee shall undertake the authority's statutory functions in relation to the scrutiny of flood risk management (Flood and Water Management Act 2010).

**5 - 18**

7 **ACTION NOTES/ISSUES ARISING**

To confirm the Action Notes of the meetings held on the 11 April 2019 and the 10 July 2019.

**19 - 30**

8 **DRAFT WALKING AND CYCLING STRATEGY AND LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN CONSULTATION**

Alison Kennedy, Principal Transport Policy Officer, BCC

**31 - 50**

9 **QUARTERLY UPDATE ON THE A34 PERRY BARR INFRASTRUCTURE CONSULTATION**

Councillor Waseem Zaffar, Cabinet member for Transport & Environment; Councillor 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, TfWM; Steve McAleavy, Director of Customer Experience, TfWM; Sandeep Shingadia, Director of Development and Delivery, TfWM and Anne Shaw, Director of Network Resilience, TfWM.

10 **DATES OF FUTURE MEETINGS**

To note the dates of future meetings on the following Wednesdays at 1000 hours in the Council House as follows:-

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

The Committee is also requested to approve Wednesdays at 1000 hours as a suitable day and time each week for additional meetings to consider 'requests for call ins' which may be lodged in respect of Executive decisions.

**51 - 54****11 WORK PROGRAMME - JULY 2019**

For discussion.

**12 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).

**13 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.

**14 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 11<sup>th</sup> April 2019, Committee Room 2 – Actions**

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**Present:**

Councillor Liz Clements (Chair)

Councillors David Barrie, Zaker Choudhry, Kath Hartley, Timothy Huxtable, Josh Jones, Chaman Lal and Hendrina Quinnen.

**Also Present:**

Councillor Waseem Zaffar, Cabinet Member Transport & Environment

Honorary Alderman Stewart Stacey

Honorary Alderman Tony Kennedy

Mel Jones, Head of Transportation & Traffic Service

Andy Middleton, Project Manager

Alison Kennedy, Principal Transport Policy Officer

Kevin Hicks, Assistant Director, Highways and Infrastructure

David Cox, Vice-Chair, Pushbikes

Baseema Begum, Scrutiny Officer

Rose Kiely, Overview & Scrutiny Manager

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**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. APOLOGIES**

None.

### **3. DECLARATIONS OF INTERESTS**

Standing declaration from Councillors Hartley, Huxtable and Lal as members of the West Midlands Combined Authority's Transport Delivery Committee.

Cllr Lal confirmed his role as a cabinet advisor to the Cabinet Member for Transport & Environment, Cllr Waseem Zaffar.

### **4. SUSTAINABILITY & TRANSPORT O&S ACTION NOTES**

The action notes of 14<sup>th</sup> March 2019 were agreed.

### **5. CABINET MEMBER FOR TRANSPORT & ENVIRONMENT: ANNUAL REPORT**

(See document No.1)

Cllr Zaffar, supporting Aldermen and officers outlined some key areas from the presentation and the following points were highlighted:-

- Climate change is an incredibly important area of work and the Cabinet Members is supportive of the young people in asking the government and the Council to take action and protect the environment. A lot of work is taking place in the Cabinet Member's portfolio in this area and is already embedded in the Birmingham Connected Transport strategy. It is also being addressed through the Birmingham Transport Plan.
- It is imperative that the Council's own fleet of vehicles are compliant with the Clean Air Zone (CAZ) and this is being taken up through the Brum Breathes Executive Board that Cllr Zaffar chairs.
- £3m of funding has been secured for investment in the electric vehicle infrastructure and a procurement process is in place. As part of this 197 taxi charging points will be available. Charging points for those living in terrace housing is also being looked at as part of the challenge of meeting the zero emissions target. The Council is also looking at what it can learn from other councils in this area.
- The Clean Air strategy is currently out for consultation and has received cross-party support. There have been 300 responses so far. The aim is for it to become a city of Birmingham document that can be reviewed and updated regularly.
- Work is being undertaken with schools through the Clean Air strategy on a 'schools streets' project that is being supported by all parties on the Council. Funding is in place for a minimum of 5 schools however moving forward the aim is to help all schools form a strategy to tackle air pollution in the most appropriate way for the particular school. It is hoped that this will be funded through the income generated from the CAZ.
- The CAZ has been approved by government and it is planned for implementation on 1<sup>st</sup> January 2020. There are a number of mitigations in

place and challenges to overcome. Other local authorities have been in touch and are watching the leading work that Birmingham is doing.

- The A34 segregated cycling lane has been launched and the public response has been very positive. The opening of the A38 Bristol Road cycling lane has been delayed however it is hoped that it will be launched in the near future.
- The Draft Walking and Cycling strategy is currently in its final stages and Cllr Zaffar would like to share it with the Committee. Consultation on the strategy is planned for later this year.
- Cllr Zaffar has been asked to join the Canals and Rivers Trust Regional Board to build and strengthen the relationship with the Canals and Rivers Trust.
- The Highway Management and Maintenance contract with Amey is currently being worked on to resolve matters with all the various partners involved. The partnership with Amey is in an untenable position and the Council is working towards putting in place a replacement sub-contractor to ensure that residents receive the standard of highway they expect and that the Council receives value for money from the investment made.
- The Commonwealth Games Transport Plan is being led by Transport for West Midlands (TfWM) and will shortly be out to public consultation and the Council and other stakeholders will be contributing towards it. It is a high level plan however a more detailed plan will be launched next year once the venue and transport infrastructure have been finalised and that will address how members of the public can get to the various venues in the greenest and most efficient way.
- Buses are a very important issue. The Council carried out a survey and over 6,500 responses were received. One key message received is that as a local authority we have to help the operators to improve the reliability of buses. This includes measures to tackle congestion and allocate more road space to public transport.
- The Council is working with TfWM on a low emission bus strategy in collaboration with Tyseley Energy Park. This includes creating a refuelling facility for hydrogen buses (the Council is set to procure 22 hydrogen buses by early 2020).
- Alderman Kennedy confirmed that the Strategic Flood Risk Management Board has been bought forward to 30<sup>th</sup> April and that all outstanding reports on major flooding incidents (known as 'Section 19' reports) will be presented to the Board. A report on the progress made can be presented to this Committee in the future.

Mel Jones added the following points:

- An 'anti-idling' for cars outside schools campaign will be launched on Clean Air Day on 20<sup>th</sup> June.
- The West Midlands Road Safety strategy was launched this year and compliments the Birmingham Road Safety strategy.

- Volunteers are being supported by local neighbourhood policing teams as part of the Community Speed Watch scheme that has been launched this year to allow communities to take action on speeding within their own areas.
- Average Speed Cameras are in place in 6 locations within Birmingham and are being reviewed with West Midlands Police and the West Midlands Combined Authority.
- Collecting data from traffic monitoring of the network for example in the city centre, from buses and car parks in real time allows appropriate action and mitigation measures to be in put place. This is especially the case as currently there is a lot of work happening on the road network. This also helps to identify areas with long term issues and the ability to feed into policy and strategies to manage flows of traffic in the future and give priority to public transport to help with delays faced by passengers.
- The West Midlands is at the forefront of research and work on autonomous vehicles.

During discussion with Members the following points and responses were made:-

- Kevin Hicks confirmed that approximately two years into the contract Amey's re-interpretation of the contract meant a lack of investment in the network resulting in a poor standard of work as per the examples shown to Members. In terms of the future settlement negotiations are currently taking place and money withheld from Amey cannot be spent as it was part of the dispute. This will however be resolved as part of the resettlement negotiations. Once a settlement position has been agreed the Council will move forward in looking at a replacement for Amey.
- It was confirmed that the West Midlands Rail Executive through the West Midlands Park & Ride strategy are looking at park and ride options including the opening/re-opening of stations to help more people access the city centre without having to use their cars and encourage modal shift.
- There is also a need to look at walking and cycling options to encourage people to use alternatives to their car and encourage behaviour change including giving priority to buses.
- It was noted that 9 out of the 10 most polluting roads were outside of or on the periphery of the proposed CAZ however as modal shift takes place and an increase in compliant vehicles on the road there should be a change in the levels of air pollution. The Clean Air strategy will cover the whole of the city will set out how the city will tackle air pollution.
- The impact on taxi drivers with the introduction of the CAZ was noted and it was confirmed that a package of mitigation measures is in place to support drivers including both private hire and hackney carriage vehicles to ensure that they are compliant. This includes the options to lease new compliant hackney carriage vehicles from the Council. Drivers will have the option to retro fit their vehicles. There are also opportunities to purchase electric vehicles. A fund is available as part of the award from government where the majority of drivers will be able to get some support towards making their vehicles compliant.



- In respect to hydrogen buses the Council is speaking to operators about a new scheme.
- There is a need to explore the possibility of a supplementary planning policy that ensures that all new build properties in the city (both commercial and residential) are zero carbon. This will help the Council in its aim to tackle climate change and ensure that we are future proofing for future generations.
- Climate change is a key issue and one that needs a strategic lead within the Council with the right levels of resources and attention given to the challenge. Cllr Zaffar will be writing to all Councillors on this issue to ensure that it is an agenda item at their ward forums. He added that there is support available in the community and there are people willing to support other areas and local Councillors where needed.

**RESOLVED:-**

1. The Draft Walking and Cycling strategy is to be shared with the Committee before it goes out to public consultation later this year.
2. Cllr Zaffar to seek clarification from the Canal and River Trust with regards to the issues raised by Cllr Huxtable with reference to the bridge on School Road in Yardley Wood.
3. Cllr Huxtable to receive a response from officers in Transportation and Growth directorate on Baldwins Lane, near Chilcote School.
4. Regular updates are received by Cllr Zaffar in reference to Iron Lane and he will ensure that the next update is circulated to the Committee and includes details of costs and progress made to date as requested by Cllr Hartley.
5. Further details on community speed watches and 20mph in Ladywood. In addition further details on Holloway Head will be provided to Members at the next Ladywood Forum meeting.
6. Cllr Zaffar agreed to send Members details of the support being given to taxi drivers to assist with their vehicles becoming compliant with the CAZ.
7. Cllr Zaffar to report back to the Committee with an update on issues relating to the maintenance of City Council owned highways land.
8. Honorary Alderman Stewart Stacey agreed to circulate the West Midlands Rail Executive document – ‘Driving a Revolution in Rail Services for West Midlands: A 30 year Rail Investment Strategy’ to Members as it covers many of the issues raised at the meeting.
9. With regards to climate change & sustainability issues Honorary Alderman Tony Kennedy agreed to circulate the Environment Agency’s National Flood and Coastal Erosion Risk Management Strategy including the strategic environmental assessment to the Committee.

**6. UPDATE ON BIRMINGHAM CYCLE REVOLUTION (BCR)**

(See document No. 2)

Cllr Zaffar confirmed that the Council is working with the cycling community in the city to co-design projects going forward. Designing the launch on the A34 and A38 cycling routes will be led by the cycling community and the Council wants to work with cyclists to ensure that they drive the agenda.

Andy Middleton updated the Committee on the background to the BCR and the walking and cycling strategy. The following key points in the presentation were highlighted:-

- The BCR started in 2013 against a background of significant capacity issues on the highway network. The Birmingham Development Plan (BDP) includes the need to prioritise sustainable forms of transport. The BDP recognises that by 2031 there will be 150,000 more people in the city, 100,000 more jobs that will equate to 80,000 more cars on the city's roads and 200,000 more trips per day by car. There are currently 250,000 daily car journeys of a mile or less in the city. The BDP encourages people to transfer to more sustainable forms of transport to address some of the issues raised around congestion and air pollution.
- The BCR improvements started in 2013 as part of a 20 year ambitious plan and as part of the Birmingham Connected wider transport strategy to make cycling a main form of transport. Challenging targets were set to increase cycling journeys from 2% in 2013 to 5% by 2023 and 10% by 2033. Therefore there was a need to put infrastructure in place to enable the modal shift. In 2014 a successful number of funding streams amounted to £57m to develop the programme between 2013 and 2020. 90% of that fund has currently been spent. The remainder will be spent on the final schemes in the next couple of years.
- Revenue funding is needed alongside funding received for capital projects to enable engagement and communication work to happen alongside the built infrastructure. The Council is looking at funding options for this including the 'Transforming Cities' fund, Highways England and others. Also working with developers as part of section 106 planning regulations to ensure that plans are in place to promote and educate on sustainable forms of transport for new developments such as Langley and Peddimore in Sutton Coldfield.
- It is anticipated that the Draft Walking and Cycling strategy will be ready to go out to consultation this summer. A wider strategy is being updated for both walking and cycling about supporting measures. A delivery plan for local cycling & walking infrastructure is also being looked at. The West Midlands Combined Authority are leading on a West Midlands local cycling and walking infrastructure plan and there are some regional priority routes in Birmingham that are being funded through the 'Transforming Cities' fund that will come forward in the next couple of years.

During discussion with Members the following points were made:-

- A key challenge is to engage hard to reach communities where there are health inequalities and who would benefit most from cycling. More publicity and marketing is needed to encourage local people to take up the initiative and this requires funding.

- It was confirmed that engagement with local people takes place through the Bike Birmingham Bikes initiative, the Active Wellbeing Society, community cycling groups in Perry Barr and some major communications and engagement work will take place with the community in the next few weeks.
- There is a need to protect cyclists from other traffic for safety reasons. However cyclists need to ensure that they themselves are considerate to other road users.
- David Cox highlighted the amount of good work the Council (both Councillors and Officers) has been involved in in promoting cycling and getting more people to cycle. The Changing Gear report by a previous Scrutiny Committee was a catalyst for change. He added that the consultation work carried out has been very positive.
- Andy Middleton agreed that engaging with developers and other interested parties to make sure that integrated strategies are in place to shape future developments in infrastructure.

**RESOLVED:-**

1. Andy Middleton agreed to share with the Committee the Communications and Engagement Strategy for cycling.
2. An annual update on the BCR and infrastructure plans to be added to the Committee's future work programme.

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

The Committee's work programme was noted and the Chair suggested that the Committee could meet in May subject to Member agreement to receive a quarterly update on the A34 Perry Barr Highway infrastructure consultation proposals as agreed at the Committee's February meeting. Scrutiny officers will follow up with Members on availability for Thursday 16<sup>th</sup> May at 10am.

**8. DATE OF FUTURE MEETINGS**

It was agreed that details of the May meeting would be circulated once confirmed with Members.

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

None.

**10. OTHER URGENT BUSINESS**

None.

## **11. 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.

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The meeting ended at 12:18 hours.

## BIRMINGHAM CITY COUNCIL

**SUSTAINABILITY AND TRANSPORT O&S COMMITTEE****1030 hours on 10<sup>th</sup> July 2019, Room M93, Council House – Actions**

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**Present:**

Councillor Liz Clements (Chair)

Councillors Muhammad Afzal, Olly Armstrong, Zaker Choudhry, Timothy Huxtable and Julie Johnson.

**Also Present:**

Councillor Waseem Zaffar, Cabinet Member for Transport & Environment

Councillor Majid Mahmood

Councillor Zhor Malik

Phil Edwards, Assistant Director, Transportation & Connectivity

Sylvia Broadley, Air Quality Manager – Energy & Transport

Baseema Begum, Scrutiny Officer

Emma Williamson, Head of Scrutiny Services

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**1. NOTICE OF RECORDING/WEBCAST**

The Chair advised those present that the meeting would not be webcast due to the lack of availability of a Committee Room with the necessary equipment to allow the meeting to be livestreamed. However members of the press/public were welcome to attend and provision had been made for them to attend the meeting should they wish to do so.

Cllr Mahmood and Cllr Malik raised concerns and their disappointment about the meeting not being livestreamed as residents of Cllr Malik's ward had expressed an interest in watching the meeting.

The Chair noted the response and clarified that due to the nature of holding a call-in meeting within a certain timeframe, ensuring that the maximum number of Members were able to attend and room availability it was on this occasion not possible to secure livestreaming. The meeting however was still a public meeting and open to all members of the press and public.

## **2. DECLARATION OF INTEREST**

Cllr Huxtable declared a standing interest in his role as Vice-Chair of the Transport Delivery Committee of the West Midlands Combined Authority. He also clarified his role as the Lead Shadow Member for Bus Rapid Transit ('SPRINT').

Cllr Johnson confirmed that she was an advisor to the Cabinet Member for Transport & Environment on buses.

Cllr Afzal stated that he was Chairman of the Birmingham Central Mosque.

## **3. APOLOGIES**

Apologies were received from Councillors Eddie Freeman and Josh Jones.

## **4. CLEAN AIR ZONE: CHARGING ORDER AND INDICATIVE ALLOCATION OF NET PROCEEDS**

(See document No. 1)

The Chair, Councillor Clements requested Councillors Mahmood and Malik put forward their reasons for the call-in of this decision to the Committee as outlined in the request for call-in proforma.

Cllr Mahmood clarified the reasons for the call-in and made the following specific points:-

- There is a need to tackle air pollution but there is no requirement by government to have a charging order in place.
- A delay should have been used to hold another consultation particularly in relevant wards that are adversely affected. Leeds City Council that are also introducing a CAZ is not charging private motorists.
- 47% of car journeys are less than 2 miles and these are not constrained to the city centre and therefore the area covered by the CAZ.
- The decision is controversial and is the most unpopular decision taken by the Council. It is making the city centre an exclusive destination for the well off with the proposed charge of £8 for cars further excluding those from deprived communities and those in lower income brackets.
- Those living in wards on the periphery of the CAZ are adversely impacted on by the proposals as more pollution will be created in these areas as cars divert from the CAZ (people are more likely to use these areas to park their cars and use the bus for the rest of the journey for example). This will impact negatively on the health of residents in those wards. Furthermore there are no mitigation measures for residents in areas outside of the city centre.
- The Equality Impact Needs Assessment (EINA) should be an independent process however it was undertaken by Council officers and presents a conflict

of interest as they are also making the recommendations of what should be implemented.

- The charging order does not take note of the comments made within the EINA for example providing provision for disabled users. Wheelchairs specifically use hackney carriages as they have the appropriate access. However with the introduction of the CAZ 50% of hackney carriage vehicles will no longer be able to provide this service as they will not be compliant. Currently about a third of journeys in hackney carriages are by disabled users. This will not only impact negatively on wheelchair users who need to use hackney carriage vehicles to travel but also impacts hackney carriage drivers unfairly who are predominately one specific race and religion as noted in the EINA.
- No provision has been made for specific places of worship that fall within the CAZ such as Birmingham Central Mosque. Religious belief is a protected characteristic within the Equalities Act. The mosque is the biggest institution within the CAZ and has a large congregation especially for Friday prayers and an estimated 4/5 funerals taking place on a weekly basis that draw thousands of visitors not only from across Birmingham but from other cities too sometimes at very short notice. The numbers attending increases during the month of Ramadan where prayers are held later into the evening where public transport isn't an option both for safety and practical purposes. There are also large numbers of worshippers attending on the religious festival of Eid.
- All Members in impacted wards should be involved in the CAZ Members Group chaired by Shabana Mahmood, MP.
- The Jewellery Quarter falls within the CAZ however the pollution levels measured in the area do not exceed unsafe levels. Air quality hotspots outside of the CAZ need tracking.
- A citywide parking permit for residents should be in place. Other options needed to be looked at rather than charging.
- Local exemptions should be considered and other options such as a workplace levy.
- There are no details on the location of the proposed Controlled Parking Zones (CPZs) and how funding will be given to wards from the net proceeds of the CAZ.
- The Council has agreed a climate emergency last month and this includes tackling air pollution across the city. A number of measures need to be put in place not just the CAZ. The highest levels of air pollution measured have found to be outside schools.

Cllr Malik added the following points:

- The proposed CAZ unfairly discriminates against constituents in the Balsall Heath West ward. The ward represented by Cllr Malik is on the periphery of the CAZ and it was felt that drivers are likely to park their vehicles in the ward (to avoid charges) and use public transport for the rest of their journeys or if they attending a nearby event for example at Edgbaston Cricket Ground or

visiting the Birmingham Central Mosque. This was not only detrimental to the health of local residents but will impact on the levels of air pollution in the ward and other wards in a similar position. It will also create an issue with on-street parking.

- There are proposals for CPZs in the report but there is no detail on the wards that will benefit. Residents of the wards with a proposed CPZ should be at nil cost to the householders.
- Clarity is needed on the support and measures being put in place for the mosque.
- Taxi drivers are being hit disproportionately.

Cllr Zaffar responded to the points raised as follows:

- There are guidelines from government that need to be followed alongside other interventions to improve air quality.
- The purpose of this report to cabinet was to get approval on the proposed charges and the proposals of how the proceeds would be used. Some of the wider issues mentioned have been part of the consultation process that has already taken place. These issues have been covered in previous reports to Cabinet and have been subject to the call-in process heard by this Committee.
- Cllr Zaffar accepted that there will be an impact on parking in neighbouring wards to the CAZ however there are proposals to introduce CPZs from the revenue raised from the CAZ. A request for funding for CPZs in neighbouring wards was made to government but this was not awarded. The introduction of CPZs in those wards will be at no cost to residents for the first two years. Work is also underway to standardise CPZs across the city.
- The Licensing Committee have been working with taxi drivers and their representatives. A support package is in place for private hire and hackney carriage drivers.
- The Council is committed to tackling illegal and unsafe levels of air pollution. This requires people to use more sustainable methods of travel. Improvements to public transport are needed and more work needs to be done to encourage walking and cycling. These areas of work are part of the long term transport strategy of the Council and work is currently happening in these areas as can be demonstrated by various works underway in the city.
- A working group led by Shabana Mahmood, MP includes all Members of the wards affected by the CAZ to enable the necessary engagement and understanding of the impact on local residents, businesses and other stakeholders. Any issues at this group can be raised directly with Cllr Zaffar.
- There are a number of religious institutions within the CAZ and it is unmanageable to offer mitigations for some and not others. There is also a need to ensure that those of no faith are not discriminated against. However engagement is taking place with faith institutions through the city's Faith Leaders Group and some work is being done looking at alternative forms of transport.



- Cllr Afzal confirmed that the congregation on the festival of Eid is in the region of 30,000 worshippers in one day. Cllr Afzal is in discussion with the Cabinet Member and officers on how to deal with this going forward.
- Consultation on the CAZ took place last year and the proposals for charging at that point were in line with charges in London (e.g. £12.50 for private vehicles). Following responses and further consultation and work undertaken it was confirmed that the current charging mechanism would work to encourage behaviour change and promote non-polluting vehicles. The overall aim is to achieve cleaner air.
- The current hackney carriages in operation are the oldest pool of vehicles and contribute massively to the poor air quality.
- The Council is not in a position to delay the work on achieving cleaner air. There is more work needed to reach safe levels not just legal compliance.
- The first phase of the School Streets Pilot starts in September. The ambition is to have all schools signed up next year where possible and where this is not possible provide those schools with appropriate resources to reduce air pollution.
- A further report to cabinet will come forward in due course. No other decisions will be made until then.

Phil Edwards explained:

- The purpose of this report is to approve the charging order (this was approved by government in March).
- The technical work on the EINA was undertaken by Jacobs consultants. The EINA identifies key impacts on the protected characteristics. The other purpose is to provide mitigations. There is the need to be legally compliant in air quality in the shortest time possible otherwise the Council will be subject to legal challenge.
- Proceeds of the charge and further detail will be provided for mitigation in a future cabinet report. Monies raised will help with mitigation in wards affected. Detail and work being done is on an assumption of a 'worse case' scenario.
- Mitigations measures are in place for hackney carriage drivers as following consultation it is understood that currently only 96 vehicles would be compliant.

The following points were made by members of the committee:

- More detail is needed on the proposed CPZs. CPZs are costly and a time consuming area of work with a high amount of technical work involved.
- Any fleet of vehicles procured by the Council for example big wagons will need to be compliant with the CAZ but there was concern that older vehicles might still be used outside of the CAZ adding to the air pollution elsewhere in the city.

- Faith leaders can be utilised to promote wellbeing to their congregations and encourage behaviour change in using alternative methods of transport to travel to places of worship.
- As part of the monitoring and tracking of the CAZ the on-going impact on worshippers should also take place.

Following the case being presented and the response of the Cabinet Member and officers the Committee held a discussion and took a vote and it was decided by a majority of 2 to not call-in the decision made.

**RESOLVED:-**

- 1) That the Chair would write to the Cabinet Member for Transport and Environment to monitor the impact of the CAZ on wards affected once implemented. This will include the proposals for the clean air fund and revenue from the CAZ charging and further information on what schemes and proposals will be available in the local area.
- 2) Cllr Zaffar agreed to write to the 30 religious institutions within the CAZ to ask for data on the number of worshippers attending and time(s) they attend.
- 3) Cllr Zaffar to share a report with Committee on the proposal for the revenue spend prior to it being presented to cabinet.

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

None.

**6. OTHER URGENT BUSINESS**

None.

**7. 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.

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The meeting ended at 12:42 hours.

# Future plans for walking and cycling: Birmingham

## Sustainability and Transport Overview and Scrutiny Committee 24<sup>th</sup> July 2019

**Alison Kennedy, Transport Policy**



## Challenges

### TOO MANY SHORT JOURNEYS BY CAR

25%

of daily car trips in Birmingham are less than a mile.



### SAFETY



Pedestrians and cyclists are more vulnerable.

### LOW WALKING LEVELS

6%

of people in Birmingham walk to work.



### LOW CYCLE USE

1%

of people in Birmingham cycle to work.



### LIMITED TRAVEL CHOICES

36%

of households in Birmingham do not have access to a car.



### SOCIAL ISOLATION

By 2020, over one third of people over 65 will be living alone in the city.



### INACTIVITY

One third of adults in the West Midlands spend less than 30 minutes per week on physical activity.



### OBSESITY

Over 25% of Birmingham residents are obese – the third highest rate in the UK.



### POOR AIR QUALITY

Every year,

900

early adult deaths are linked with Birmingham's polluted air.



### LACK OF ROUTES

Only

30%

of residents think that the amount of cycle routes is good.



### COST OF CONGESTION

Loss of work time due to traffic in Birmingham and Wolverhampton costs over £100m per year.

£100m





## Opportunities

### WALKING

one mile  
can take  
approximately

**20** MINS



### CYCLING

one mile  
can take  
approximately

**06** MINS



### MORE LIFE-YEARS

are gained  
from regular  
cycling than  
lost through  
injuries.



### DAILY WALKS

could increase productivity by up to

**30%**



### OVER

**50%**

of Birmingham  
residents would like  
to cycle more.



### BIG BIRMINGHAM BIKES

initiative provided over

**7,000**

bicycles to residents in  
the last five years.



### SEVENTY-TWO PERCENT

of Big Birmingham Bike  
users have reduced their  
social isolation.



### PHYSICAL ACTIVITY

levels have increased  
in users of Big  
Birmingham Bikes.



### WALKING

two miles a day, three times  
a week can help reduce  
weight by one pound every  
three weeks.

**1lb**

### CO<sub>2</sub> EMISSIONS

per passenger km:

Car = 160g

Bus = 120g

Rail = 68g

Walking and  
cycling =

**0g**



### BIRMINGHAM CYCLE REVOLUTION

improved walking  
and cycling routes:  
30 miles of canal  
towpaths and  
20 miles of  
green routes.



### BICYCLES

Bicycles take

**14,000**

cars off Birmingham's  
roads every day, equal  
to a 43-mile tailback.



# Walking and Cycling Strategy: policy framework

- National
  - Cycling and Walking Investment Strategy 2017
- Regional
  - Movement for Growth
  - Cycle Charter 2015
  - On the Move (physical activity) 2017
  - Health and Transport Strategy 2018
- Local
  - Birmingham Connected 2014
  - Birmingham Development Plan 2017
  - Council Plan 2018-2022

## BDP Policy TP39 Walking

The provision of safe and pleasant walking environments throughout Birmingham will be promoted.

## BDP Policy TP40 Cycling

Cycling will be encouraged through a comprehensive city-wide programme of cycling infrastructure improvements (both routes and trip end facilities) supported by a programme of cycling promotion, accessible cycling opportunities, training and travel behavioural change initiatives.



# Walking and Cycling Strategy: policies and actions

## Objective 1: Enable walking and cycling in Birmingham

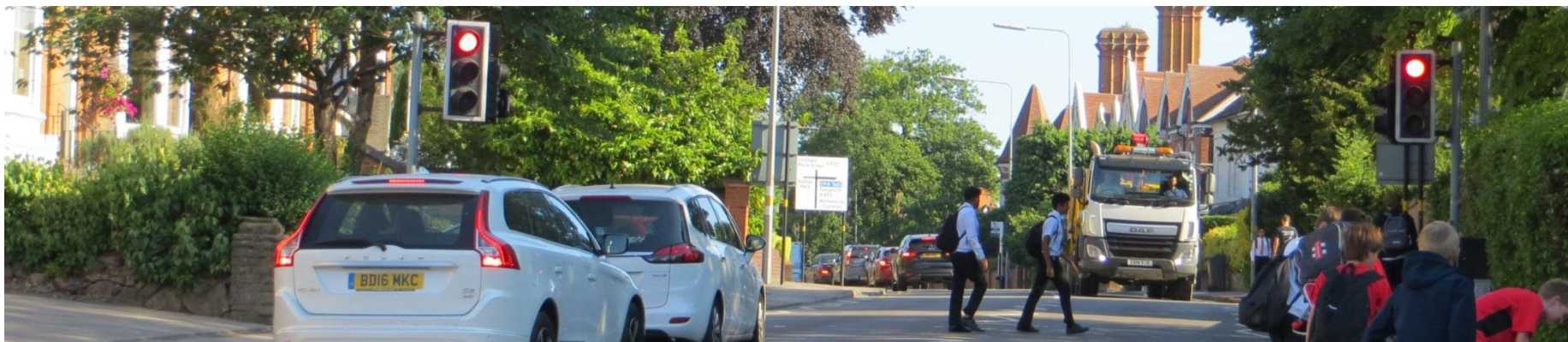
Policy 1	Training and Education	Developing confidence to walk and cycle
Policy 2	Access to Bikes	Improving access to good quality bikes
Policy 3	Funding	Identifying resources to deliver the plans



# Walking and Cycling Strategy: policies and actions

## Objective 2: Develop a great city for walking and cycling

Policy 4	Infrastructure	Developing a city-wide network of routes
Policy 5	Traffic management	Addressing the issues of motor traffic
Policy 6	Maintenance	Minimising obstructions and unevenness
Policy 7	Cycle parking	Providing a range of cycle parking
Policy 8	Land use planning	Ensuring new developments provide facilities
Policy 9	Public Transport	Facilitating multi-modal travel





# Walking and Cycling Strategy: policies and actions

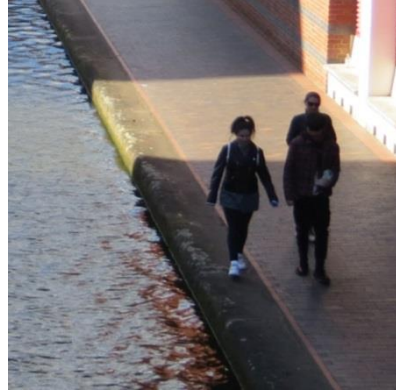
## Objective 3: Inspire walking and cycling

Policy 10	Schools, business, community	Promoting walking and cycling at places where people study, work and live
Policy 11	Communication	Engaging with local people
Policy 12	Events	Supporting events
Policy 13	Evaluation	Using data to focus resources



# Infrastructure Plan: types of infrastructure

Off-road – cycling and walking routes separated from traffic

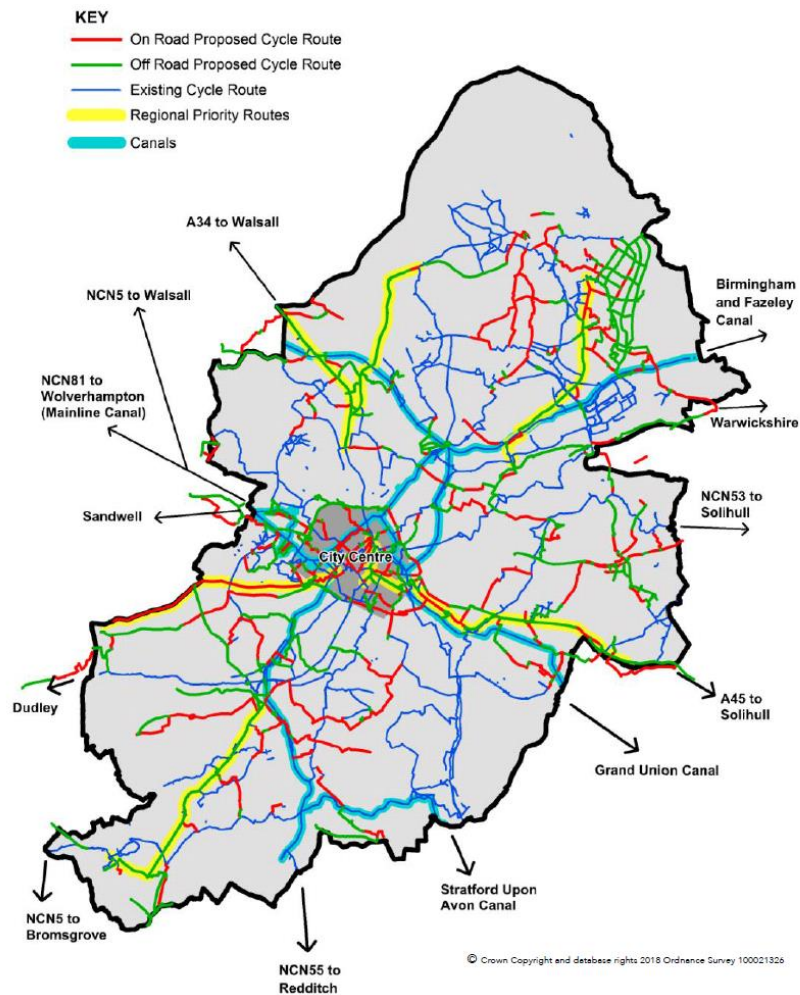


On-road – cycling routes mixed with traffic





# Infrastructure Plan: cycling network plans



## Local network areas

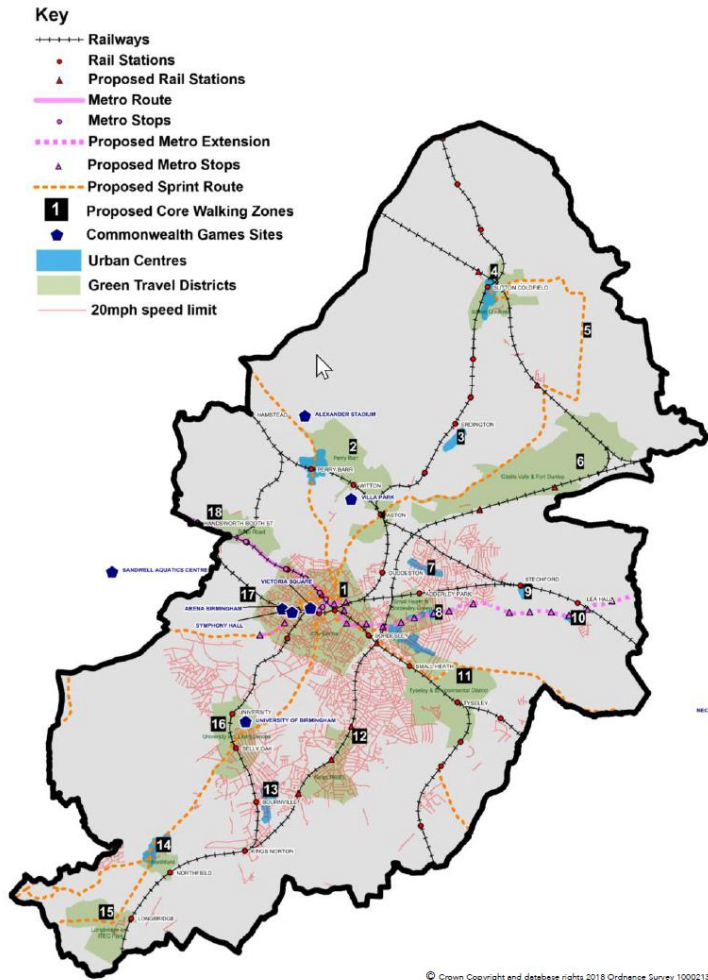
- City Centre
- Perry Barr
- Sutton Coldfield
- Langley and Piddimore
- Stechford
- Meadway (Lea Hall)
- Longbridge and Rubery
- Selly Oak and South Edgbaston
- Icknield Port

## Birmingham Cycling Infrastructure Plan: City Centre



Birmingham Cycling Infrastructure Plan: City-wide

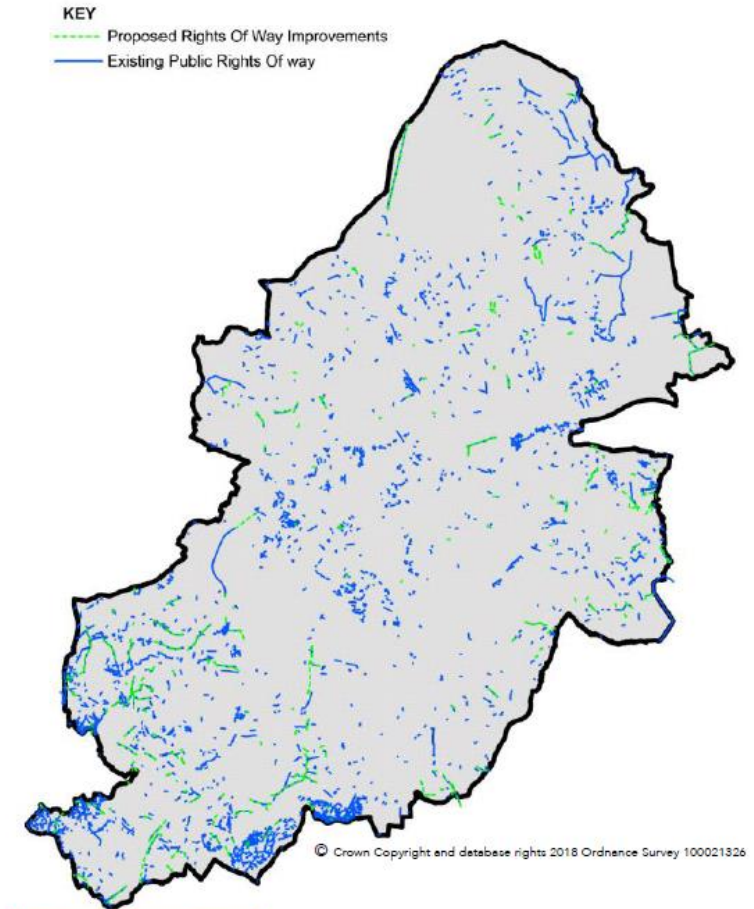
# Infrastructure Plan: walking zones and rights of way



Priority areas for walking improvements

## Core Walking Zones

1. City Centre
2. Perry Barr
3. Erdington
4. Sutton Coldfield
5. Langley and Piddimore
6. Castle Vale and Fort Dunlop
7. Alum Rock
8. Small Heath and Bordesley Green
9. Stechford
10. Meadway (Lea Hall)
11. Tyseley
12. Kings Heath and Moseley
13. Stirchley
14. Northfield
15. Longbridge and Rubery
16. Selly Oak and South Edgbaston
17. Icknield Port
18. Soho Road



Public Rights of Way



# Next steps

- Analyse consultation responses and amend strategy and plans
- Assess priorities, estimate costs and identify potential funding
- Develop long-term programme and delivery plan, in co-ordination with other transport, health and economic programmes



[birminghambeheard.org.uk/economy/walkingcyclingstrategy](http://birminghambeheard.org.uk/economy/walkingcyclingstrategy)



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**Birmingham**  
City Council

# **A34 Perry Barr Highway Works - Public Consultation 2019**

Update to Sustainability & Transport  
Overview and Scrutiny Committee

24th July 2019

# Background

- Draft Consultation and Engagement plan shared with S&T O&S Committee March 2019.
- Consultation commenced 3rd June 2019.
- Leaflet 'drop area' extended (on A34 up to Scott Arms junction and on the A453 up to the M6 crossing)
- Consultation end date extended from 19th July 2019 to 2nd August 2019.



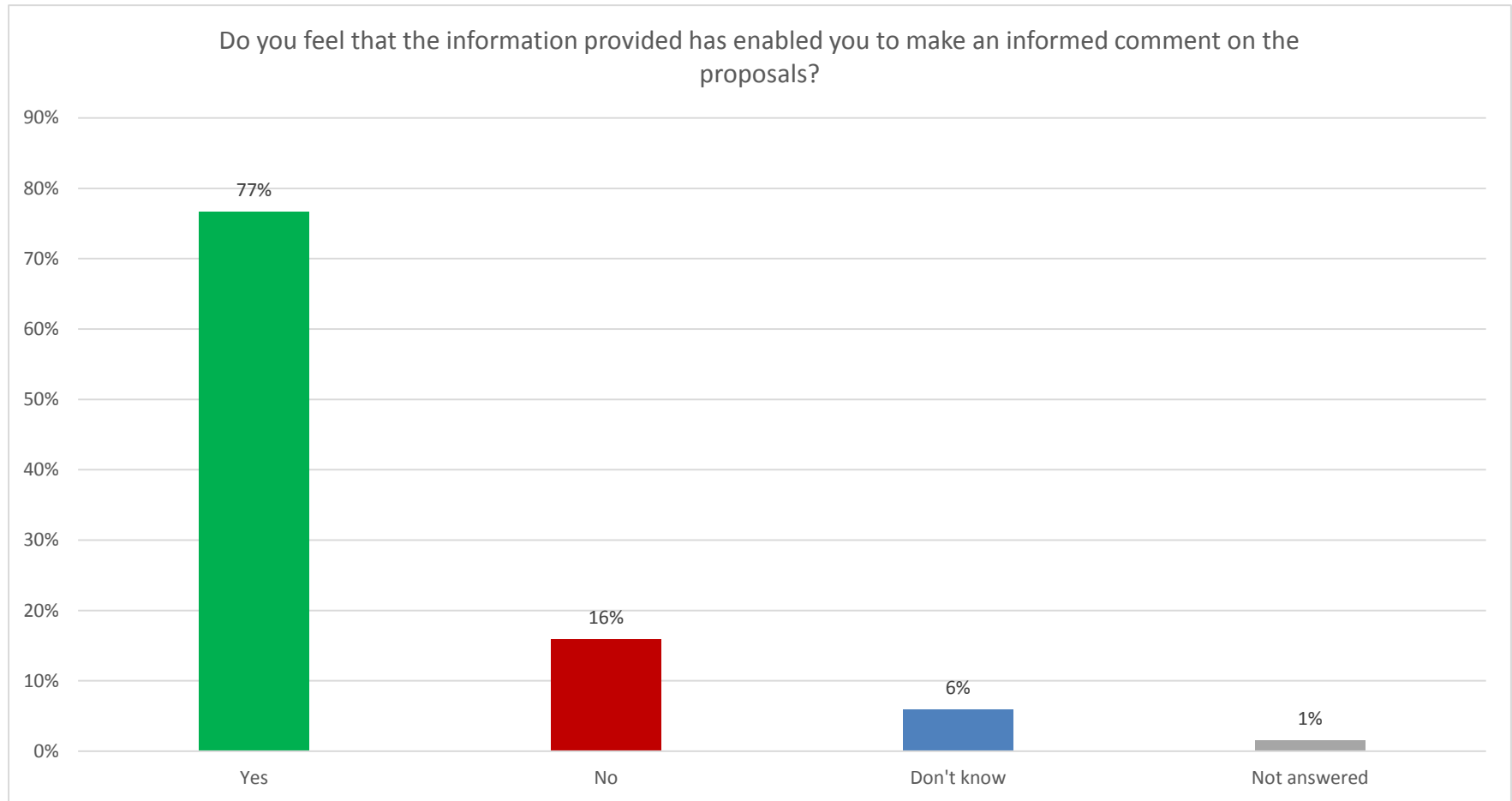
# Format

- Drop in session for Birmingham Councillors and MPs held on 29<sup>th</sup> May 2019
- Leaflet drops to approximately 6250 properties
- 19 'Consultation' road signs placed on approach roads
- Consultation materials deposited in local libraries
- 4 'drop in' sessions held
- Letter sent to stakeholders 3rd June 2019 – all Cllrs, MPs, Transport Organisations, Business and residents groups/associations, Walsall and Sandwell Councils, Cycle groups etc.
- Officer attendance at Ward Committees and Residents Groups
- Before and After Computer Generated Images shared on webpage and at drop in sessions
- Social Media – BCC Corporate and Birmingham Connected Facebook, Twitter and LinkedIn accounts
- Press – Birmingham Bulletin and Birmingham Connected newsletters

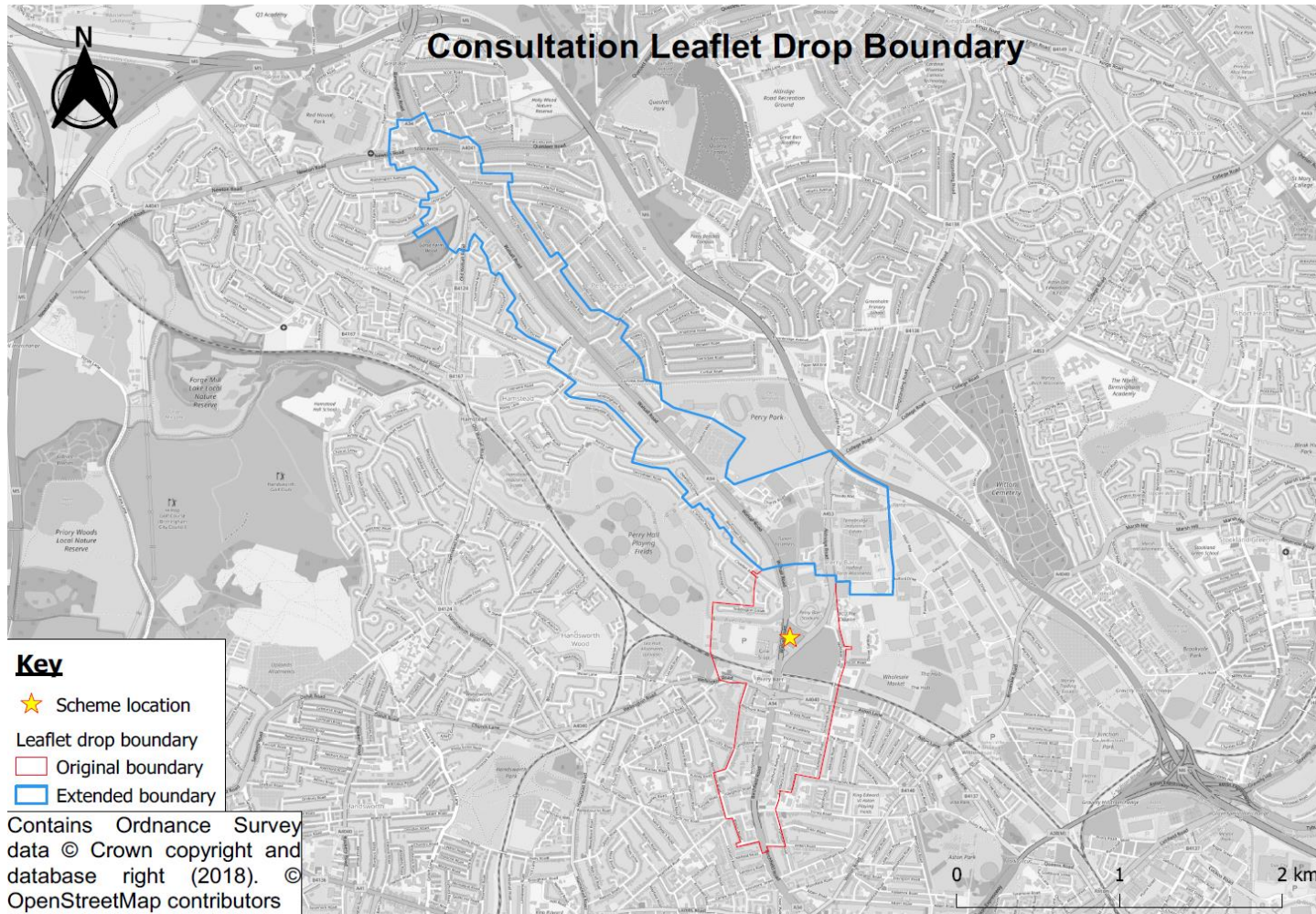
## Status (as at 15th July 2019)

- 1208 questionnaires returned (see heat map)
- 88 attendees at 'drop in' sessions
- Officers attendance at:
  - Drop in event at Doug Ellis Sports Centre - 18 Jun 2019 (11:00 to 15:00)
  - Drop in event at Doug Ellis Sports Centre - 22 Jun 2019 (09:00 to 12:00)
  - Drop in event at Doug Ellis Sports Centre - 27 Jun 2019 (15:00 to 19:00)
  - Drop in event at Doug Ellis Sports Centre - 16 Jul 2019 (15:00 to 19:00)
- Meetings held with Members and Officers of Walsall and Sandwell Councils
- Several meetings held with One Stop – dialogue ongoing

# Meaningful Consultation

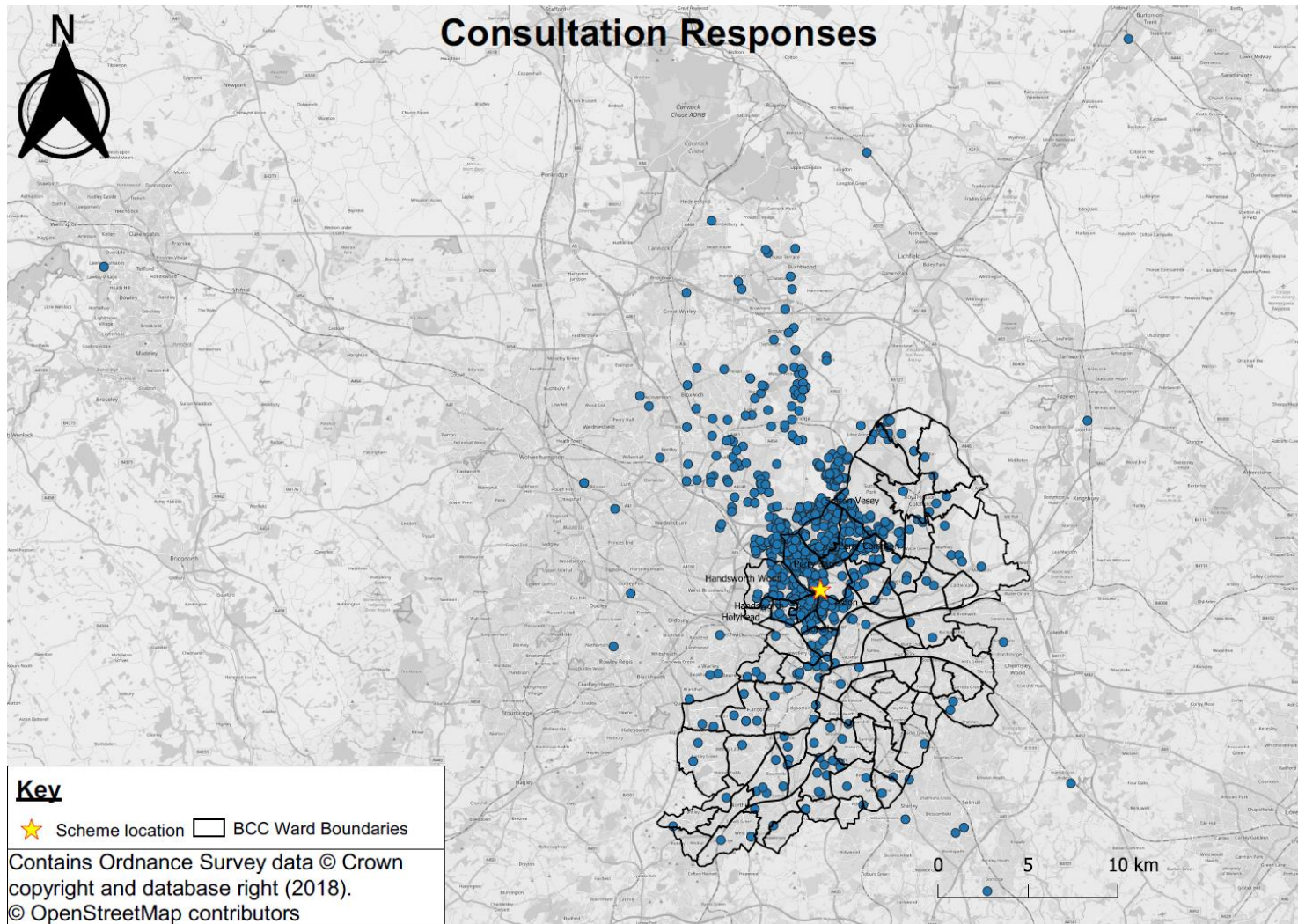


# Leaflet Drop Area Plan





# Consultation Response Map



## Next Steps

- Consultation ends 2nd August 2019:
  - Log all responses (ongoing)
  - Review the consultation feedback and prepare responses for inclusion in Full Business Case
  - Present Full Business Case to Leader Sept / Oct 2019

# **A34 Corridor Infrastructure Works Scrutiny 24<sup>th</sup> July 2019**

## **Connecting Perry Barr - Catalyst to Regeneration**



**Making a positive difference** every day to people's lives

# Contents

1. A34 Transport Infrastructure
2. Perry Barr regeneration projects
3. Coordination and delivery
4. Mitigating disruption during delivery





# A34 Transport infrastructure Projects



## SPRINT

- Start 2020 – City Centre to J7 M6 – Completion December 2021
- Completion to Walsall – post 2022
- Notice of Intention to prepare an Enhanced Partnership - Issued



## HIGHWAY WORKS

- Extensive public consultation - August 2019
- Projected start on site – 2020
- Completion – December 2021

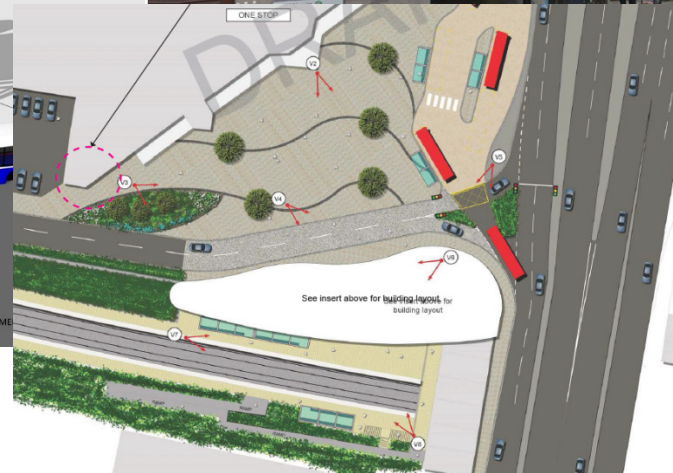
# A34 Transport Infrastructure Projects Cont.

## Perry Barr Station and Bus interchange

- Proposed start construction autumn 2020
- Completion late 2021

OPTION A  
CURRENT DRAWINGS

A view of the station from across the A34 illustrating the idea of large pivoting doors to provide access to the station and the potential to support / hang the roof from the lift shafts to remove the need for columns on the concourse.



**Making a positive difference** every day to people's lives

# Commonwealth Games Village

The centrepiece of Perry Barr regeneration

- Construction work underway
  - Ground breaking ceremony in May 2019, completion in early 2022
- Conversion to 1,400 homes post-Games
  - Part of broader Perry Barr Master Plan (5,000 homes for area)
- £496million investment





# Alexander Stadium

A focal point for the Commonwealth Games and community activity and legacy

- Planning consultation underway
  - Construction due to start early 2020
- Jewel in the Games crown
  - Opening and Closing Ceremonies and athletics competition
- Increased use in legacy mode
  - Talks to secure BCU tenancy, aim to have a facility used 365-days-a-year



## **Coordination and delivery DfT Assurance Review for Perry Barr capital delivery projects.**

### **Recommendations**

- Establishment of a formal coordination delivery Chaired by BCC
    - All transport and regeneration projects represented
    - Provide Alignment of projects and effective coordination with established project boards
    - Prepare and maintain high level programme, risk registers and develop mitigation strategies for resolution (BCC and TfWM and games partners)
    - Develop a joint procurement and construction delivery strategy
    - Produce effective traffic management plans for delivery to mitigate impacts
    - Escalation to the Joint Transport Group and/or Capital Programme Board in addition to individual project board governance
-

## Minimising Disruption

### Communications and Travel Demand Management

- Aim – to reduce demand during delivery through insight into how the corridor is used
  - Intelligence from A34 Consultation
  - Travel Survey
- Working in Partnership to deliver a joint travel demand management (TDM) programme including:
  - BCC
  - TfWM
  - Highways England
  - Sandwell MBC
  - Walsall MBC
  - Others to be identified.

# Demand Management Approach

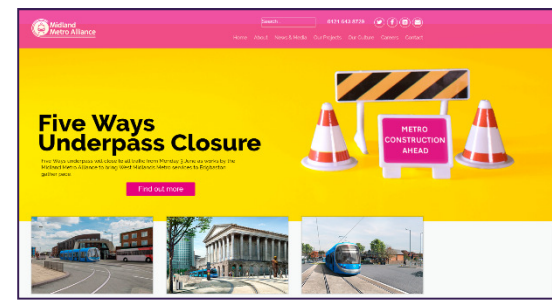
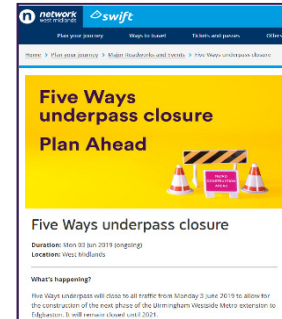
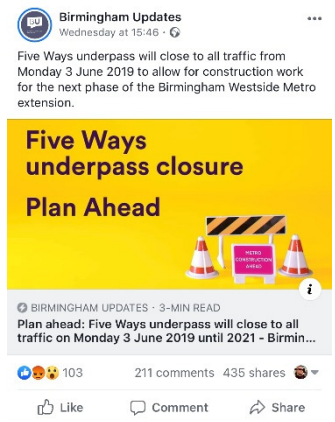
- The principle was agreed in a BCC Cabinet Report dated 12 February 2019.
- A TDM strategy would be agreed between all partners.
- The rationale is the high impact of disruption in Birmingham for a prolonged period on high numbers of people travelling. This would result from numerous concurrent construction projects.
- There would be impacts on a wider hinterland serving several West Midlands' boroughs and Birmingham City Centre.
- Components would include mitigation, communications and engagement.
- Overarching themes would include cleaner air, creating more choice, improving health and wellbeing, convenience.

## Travel Demand Management Approach in Action

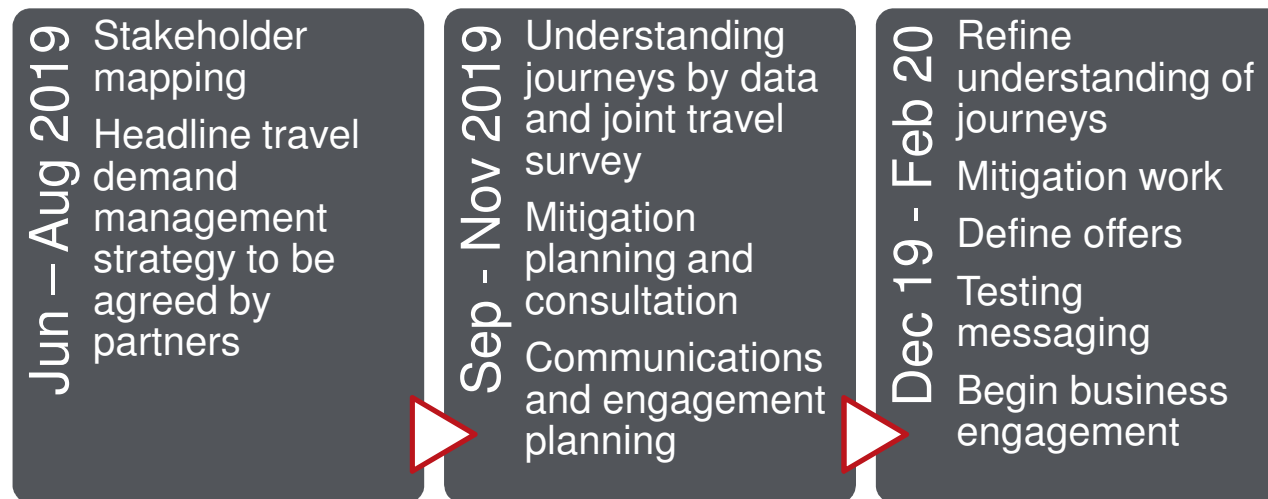
What	Description	How
Gathering Intelligence – Customer and travel data	Understanding the users of this part of the network and the purpose and modes for which they travel.	<ul style="list-style-type: none"> <li>• Captured via A34 Highways Consultation, Previous Sprint consultations and a joint travel survey to be agreed and promoted by all partners</li> <li>• Used to understand people's journeys and travel patterns</li> <li>• Includes commuter, leisure and education related journeys</li> <li>• Corridor wide to capture not just local residents but those passing through</li> <li>• Provides origin and destination information</li> <li>• Makes use of innovation projects in place along the A34 (data analytics)</li> </ul>
Highway Mitigation	Using customer data and modelling, a focussed, evidence based package of interventions could be brought forward to maximise capacity during disruption.	<ul style="list-style-type: none"> <li>• Re-prioritising traffic signal optimisation</li> <li>• Changing junction priorities</li> <li>• Temporary bus lanes and bus gates to ensure journey time reliability</li> <li>• Dynamic routing and signing strategies based on origins and destination, making use of the wider networks.</li> </ul>
Engagement	To be captured in a stakeholder engagement plan to be complementary to individual scheme plans with responsibilities agreed.	<p>Targeted engagement of large trip generators e.g.:</p> <ul style="list-style-type: none"> <li>• Businesses with 100+ employees</li> <li>• Education sites</li> <li>• Faith communities</li> </ul> <p>Provide behaviour change solutions for employees through:</p> <ul style="list-style-type: none"> <li>• Travel Planning</li> <li>• Advice on agile working and car sharing</li> <li>• Cycling and walking</li> </ul> <p>Support for freight or delivery logistics</p>
Communications Strategy	Minimising impacts and encouraging behaviour change (re-route, re-time, re-mode, reduce).	<p>Behaviour change</p> <ul style="list-style-type: none"> <li>• Nudge tactics, more sustainable travel, reduce congestion, healthier citizens</li> </ul> <p>Reliable information</p> <ul style="list-style-type: none"> <li>• Consistent information with multiple partners, technological solutions, real time, targeted activity</li> </ul> <p>Build trust</p> <ul style="list-style-type: none"> <li>• One version of the truth, accurate, timely, reliable</li> </ul>
Through the Regional Transport Coordination Centre	A new investment in the region of a multi agency, multi modal facility which uses intelligence of disruptions to the transport network and communicates to travellers to help them avoid delays. On target to go live in December 2019.	<ul style="list-style-type: none"> <li>• Monitor traffic and public transport conditions in real time</li> <li>• Work in partnership to manage the performance of the networks</li> <li>• Work across boundaries and with multiple transport authorities and operators</li> <li>• View of the wider network and other programmes being delivered elsewhere simultaneously</li> <li>• Coordinate communications of impacts to customers to help avoid delays</li> </ul>



# Visually Consistent Information



# Timeline





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

**Chair:** Cllr Liz Clements

**Committee Members:** Cllrs Muhammad Afzal, Olly Armstrong, Zaker Choudhry, Eddie Freeman, Josh Jones, Julie Johnson 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 <sup>th</sup> June 2019 (informal) 1400 hours Room 329, Council House	<b>Informal meeting</b> 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 <sup>th</sup> July 2019 1000 hours Committee Room 6  Report Deadline: 15 <sup>th</sup> 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
<b>18<sup>th</sup> September 2019</b> 1000 hours Committee Room 6  Report Deadline: 9 <sup>th</sup> Sept	Climate Change Emergency – Initial session to understand Council Directorate key policies, plans and future proposals  Tracking – Birmingham Tree Policy Inquiry Report (TBC)	TBC  Simon Needle, Principal Arboriculturist/ Principal Ecologist, BCC
<b>16<sup>th</sup> October 2019</b> 1000 hours Committee Room 6  Report Deadline: 7 <sup>th</sup> Oct	Cabinet Member for Transport & Environment – Priorities & Upcoming work areas  Draft Birmingham Transport Plan (TBC)  Parking Supplementary Parking Document (SPD)	Cllr Waseem Zaffar (Rose Horsfall, CSO)  Phil Edwards, Assistant Director, Transport & Connectivity (TBC)  Mel Jones, Head of Transport Planning and Network Strategy, BCC
<b>20<sup>th</sup> November 2019</b> 1000 hours Committee Room 2  Report Deadline: 11 <sup>th</sup> Nov	Local Engineering Service re-design (TBC)  Highways Management and Maintenance PFI update (TBC)	Kevin Hicks, Assistant Director, Highways & Infrastructure  Kevin Hicks, Assistant Director, Highways & Infrastructure/ Domenic De Bechi, PFI Contract Manager
<b>18<sup>th</sup> December 2019</b> 1000 hours Committee Room 2  Report Deadline: 9 <sup>th</sup> Dec	Clean Air Strategy Air Quality Action Plan (TBC)	Mark Wolstencroft, Operations Manager Environmental Protection, BCC (TBC)
<b>15<sup>th</sup> January 2020</b> 1000 hours Committee Room 2  Report Deadline: 6 <sup>th</sup> Jan	Session on Buses with partners	TBC
<b>19<sup>th</sup> February 2020</b> 1000 hours Committee Room 6  Report Deadline: 10 <sup>th</sup> Feb	Travel Demand Management (including traffic management issues)	Mel Jones, Head of Transport Planning and Network Strategy, BCC  TfWM – TBC



Date	What	Officer Contact / Attendees
<b>18<sup>th</sup> March 2020</b> 1000 hours Committee Room 6  Report Deadline: 9 <sup>th</sup> 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
<b>15<sup>th</sup> April 2020</b> 1000 hours Committee Room 6  Report Deadline: 6 <sup>th</sup> 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 Other Meetings

- 2.1 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

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### Petitions

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*None  
scheduled*

### Councillor Call for Action requests

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*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

Rose Kiely, Group Overview and Scrutiny Manager, [rose.kiely@birmingham.gov.uk](mailto:rose.kiely@birmingham.gov.uk) – 0121 303 1730  
Baseema Begum, Research & Policy Officer, [baseema.begum@birmingham.gov.uk](mailto:baseema.begum@birmingham.gov.uk) – 0121 303 1668



### 3 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
005708/2019	A38(M) Tame Valley Viaduct Strengthening Works – Procurement Strategy	Transport & Environment	30 Jul 2019
006602/2019	Additional Climate Change Commitments for the Council	Transport & Environment	30 Jul 2019
006460/2019	Project Definition Document - City Centre Public Realm Revitalisation	Transport & Environment	17 Sep 2019
006461/2019	Public Consultation on the Parking Supplementary Planning Document	Leader	17 Sep 2019
006208/2019	HS2 Curzon Station Public Realm Project Delivery Costs	Leader	17 Sep 2019
005052/2018	Birmingham to Airport Sprint – Project Definition Document (PDD)	Transport & Environment	17 Sep 2019
005053/2018	Sutton Coldfield to Birmingham via Langley Sprint – Project Definition Document (PDD)	Transport & Environment	17 Sep 2019
005054/2018	Walsall to Birmingham Sprint – Project Definition Document (PDD)	Transport & Environment	17 Sep 2019
005491/2018	Digbeth Public Realm Improvements Full Business Case	Transport & Environment	17 Sep 2019
006361/2019	Wharfdale Road Bridge Project	Transport & Environment	17 Sep 2019
005048/2018	Moor Street Queensway Public Realm Improvements Outline Business Case	Transport & Environment	26 Nov 2019