

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, 12 FEBRUARY 2016 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 - 18

To confirm and sign the Minutes of the meeting held on the 15 January 2016.

4 CABINET MEMBER FOR DEVELOPMENT, TRANSPORT AND THE ECONOMY

19 - 60

5 FLOOD RISK MANAGEMENT AND RESPONSE ANNUAL REPORT

61 - 72

Clive Wright, Drainage and Flood Risk Manager

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

73 - 78

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'.

BIRMINGHAM CITY COUNCIL

BIRMINGHAM ECONOMY, SKILLS AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE 15 JANUARY 2016

MINUTES OF A MEETING OF THE BIRMINGHAM ECONOMY, SKILLS AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE HELD ON FRIDAY, 15 JANUARY 2016 AT 1000 HOURS IN COMMITTEE ROOMS 3&4, COUNCIL HOUSE, BIRMINGHAM

PRESENT: - Councillor O'Shea in the Chair; Councillors Badley, Barrie, Evans, Hughes, Huxtable, Jenkins, Jones, O'Shea, Rehman and Spencer

ALSO PRESENT

Councillor Penny Holbrook, Cabinet Member for Skills, Learning and Culture
Baseema Begum - Research & Policy Officer
Dominic Moore, Land and Planning, Severn Trent Water
Jane Newman, Employment Development Manager
Sarah Jayne O'Kane, Public Relations Manager, Severn Trent Water
Errol Wilson – Committee Manager
Benita Wishart - Overview and Scrutiny Manager

NOTICE OF RECORDING

- 49 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

- 50 An apology for non-attendance was submitted on behalf of Councillor Quinn.
-

MINUTES

Councillor Huxtable referred to Minute no. 45 on page 75, the Business Improvement District (BID) and commented that at the last meeting the Deputy Leader, Councillor Ian Ward and the Cabinet Member for Development Transport and the Economy, Councillor Tahir Ali were unable to attend the meeting and they were going to try and procure their attendance at this meeting. He enquired whether the Chairman could inform the Committee whether this was successful and if not that he wished to express his disappointment that the Cabinet Members were yet again unable to attend this meeting to talk about BIDs in general and noting Councillor Rehman's enquiry concerning Sparkbrook and Springfield BID process and where they were with that.

The Chairman advised that the Cabinet Members were lacking in their presence today and that he share Councillor Huxtable's concern. He added that it was hoped to see Councillor Ali at the previous meeting and that it was disappointing that the Committee did not have one of them here today. He highlighted that he understand that Councillor Ali had confirmed that he would be attending the Committee meeting in February 2016 and that it was hoped that they would be able to ask Councillor Ali questions concerning the BIDs.

(The Chairman declared his non-pecuniary interest as a member for the Acocks Green BID).

Councillor Huxtable referred to the Work Programme and stated that he noted that Councillor Quinn was going to draft a letter to the Cabinet Member for Development and Transport and the Economy, Councillor Ali regarding the Transportation and Highways Capital programme in terms of the decision slipping, given that this was for the Municipal Year 2015/16 and here they were on the 15 January 2016 and still no decision appeared to be made. It was noted from the Work Programme that this was due to go to Cabinet on the 26 January 2016. He enquired whether this would still be progressed to that Cabinet meeting and whether the letter as set out in the minutes had been drafted and sent.

The Chairman stated that the Scrutiny Officers had advised that the letter had been drafted, but had not yet been sent as they were waiting for the Chairman (Cllr Quinn) to sign off on it.

51 **RESOLVED: -**

That the minutes of the meetings held on the 11 December 2015 having been previously circulated, were confirmed and signed by the Chairman.

DRAFT SKILLS INVESTMENT PLAN

- 52 Councillor Penny Holbrook, Cabinet Member for Skills, Learning and Culture and Jane Newman, Employment Development Manager presented the item.

Councillor Holbrook advised that the Skills and investment Plan was in its draft form and that the Committee was invited to feedback any changes to the draft Plan that they required. She stated that this was a strategic document that had commissioned with partners in the Further Education (FE) sector which was designed to map the future economic growth in Birmingham in terms of jobs and the years they would come on stream and to back fill this in terms of what the skills gap would then be.

The intention was that this would sit outside of the local authority and owned by the Local Enterprise Partnership (LEP) area to drive investment so that when people spent money on commissioning skills in Birmingham whether this be the FE, private providers or the third sector, they do so based on intelligence where the future jobs in Birmingham were going to be. This would help to rationalise some of the provisions they had in Birmingham and should also help drive the skills agenda to ensure they were closing those gaps and that the courses that were available for the young people to do were relevant to the world of work.

Ms Newman emphasised that the Plan was not just about young people, but that it talked about the skills levels of all people, i.e. young people who were at school, young people who were out of work and people who were also in work. It was about raising the skills levels across the piece generally.

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

- I. In terms of the Digital Solution, the Committee was informed at the previous meeting of something that was already in development in relation to the digital access point. It was developed in consultation with schools and other providers to the point where it had been tested in schools and it was hoped that this would be the solution.
- II. They were aware that other people were developing skills and they would continue to develop. A strategic direction in terms of how this was provided was needed. The funding was always problematic regarding the digital solutions as people would come to the City Council for money and they were trying to solve some of the situations they had now. They needed to be clear of the solutions in this situation and this was what they did when they developed the digital access points.
- III. Schools had a requirement to provide quality careers advice and guidance and the City Council was aware that this was probably not currently being delivered to the level that was required. The Council needed to consult the schools in terms of this as they were aware that they were probably not resourced to deliver quality careers advice and guidance. It was about how they could bring about a solution with regard to how they were linking with employers; how they were linking with providing a database which would be useful and to look at the providers who were already out there delivering and working with schools and the business community and other projects to see how they could help and support. It was not about putting something different in its place, but aligning what was already there.

- IV. In terms of recruitment in Birmingham, for a number of years they had touched on things like the procurement policy for jobs and skills, the Business Charter and a fair amount of work was being done with Grand Central which was a large project. High Speed 2 (HS2) was coming on line in 2026 and the City Council had secured the National College for High Speed Rail which would be opened in 2017. They were doing work with the FE sector providers to provide that pathway for Birmingham people to access that provision which was high level provision when this opens. A HS2 Growth Strategy was in place which include employment skills running through that and they were keen to develop this as part of the wider Combined Authority brief and the LEP brief.
- V. In terms of advanced manufacturing, there was growth areas regarding advanced manufacturing and skills that were changing, but there would still be on-going needs for higher level skills than probably existed in the advanced manufacturing.
- VI. In terms of skills training for the unemployed, they had a strong partnership with the Department for Work and Pensions (DWP), where they work with the DWP to provide the skills for the people who they could identify or who were ready for work by providing a set of skills for work based training for them. They had a project currently running which was called Project 20,000 which enabled them to provide pre-employment training.
- VII. It was difficult to predict where those jobs were going to be and they had to ensure that the provisions that came through DWP and other providers was ready and available for when those jobs come on line. Timing was important, hence the relationship they had with the DWP. There were a number of initiatives that were available and this was the purpose of the Plan which was to try and align those that were there. There were the FE provisions, work programme provisions and they needed to ensure that these were working in the same directions. Maybe what they should be looking at was a set of indicators and common objectives which would ensure that they were all working in the same direction.
- VIII. The report itself would be a live report as even though it was a fluid situation, things and data changes. It was written and developed in a way that it had live links to other sources and information. There was work to be done in terms of actually looking at how this worked for the people it was going to be used by such as schools, providers, teachers, parents to see if it was in a form they could use. The planning was part of a wider context in terms of the LEP and the wider Combined Authority and this was the reason it was important to make those links to keep the data there and all relevant information.
- IX. In relation to the connection with the Digital and the on-line service being developed for the Skills Investment Plan, the reason for procuring the on-line service was because it did not exist. There were things like the National Careers Advice site where they could get advice on careers generally, but there was nothing that would build a young person's journey or pathways. The technology they had put in would do that and they would go out and look

for all the opportunities that exist and put them in one place and build the policy on that block.

- X. In relation to schools and careers advice, it was the schools responsibility to deliver this. The vast majority of schools deliver careers advice, but with the Council's partners in education, they had appointed Julie Young, an Assistant Director for post 14 skills.
- XI. One of the things they were doing with schools was that they were starting to embed this into the school's improvement plan so that schools that needed more support and schools that needed to make that shift towards a higher set of results and better outcomes for young people, they were starting to stress test their careers advice effectively – going to schools, see what their career offers were, if it was brilliant great, if it was not, support them so that they could make a better offer around careers advice.
- XII. It was more than careers advice and was about showcasing the world of work and a number of partners were visiting the community. They were now encouraging schools to partner with these partners where they could provide people from the world of work in schools on a regular basis so that young people could see the variety of jobs that were available.
- XIII. Regarding whether they could make more of the jobs that came to Birmingham be given to Birmingham people, they had worked better with regeneration now than they had done previously. The East Birmingham Corridor Development Plan sat alongside the Skills Plan and nothing would be created in East Birmingham in terms of job creation without the Council knowing whether the population had the skills to feed those jobs so that they were not just building lots of jobs on the edge of Solihull that people were coming in to fill.
- XIV. The vast majority of employers recruit from within Birmingham if they could get the skills that they need within Birmingham, but for a number of employers this was difficult. HSBC was moving to Birmingham, but were struggling to find enough people with a background in banking to fill the jobs they were bringing.
- XV. In relation to the partnership with the DWP, the DWP used the model that the Council had started to adopt which was called *Any Job a Better Job and A Career*. It was important that they used the *Any Job a Better Job and A Career* in the career model as the simple act of going to work to get a job would change someone's outcome. They needed to continue to work with people to start to see a career path and then they could move out of that into a career they aspire to do.
- XVI. The thing that was embedded in the Skills and Investment Plan was the principle that you would not close Birmingham's skills gap just by dealing with people who were yet to move into the world of work. An element of this that they had not touched in Birmingham was the need to continue to up skill the existing workforce. If they did not up skill the people who were already at

work they would not create any room for people who need to move into the world of work.

- XVII. People who were already employed were often closer to the skills set that employers needed rather than trying to fulfil all of the high specification jobs with people who were currently out of the labour market. The model used in Birmingham was now being applied across the country in terms of co-locating staff for joint target for the reduction of unemployment both post 25 and pre 25.
- XVIII. With regard to the self-employment element, this was a valid point that was being feedback through to them from such places like the Chamber of Commerce and the Institute of Directors. This would be picked up with David Simmons, Director of the Institute of Social Inclusion. The challenge was how they make it easy for people who were self-employed and were often busy to be engage in the skills agenda.
- XIX. Some universities were developing some interesting on-line learning, currently known as the *Virtual Polytechnic*. There were some options around self-referral for learning and the skills people could build as part of their learning – example the legal garage – that came to Birmingham. What they were offering was an opportunity to improve business and to get an opportunity for the best on-line presence they could. It upskilled people's digital ability so that people could get a skill for their company, but also gave a different set of skills which was transferrable.
- XX. In relation to the experience of visiting a jobcentre, it was not felt that this would be an initial choice in the near future. What was interesting was that the vast majority of the rest of the countries in Europe were moving away from a joint benefit and job advice as this did not work and had become a punitive rather than a positive experience for people. What was interesting was locally and in the Region their partners in the jobcentres were trying to move outside of those spaces and were looking for community venues that they could deliver job matching. There was a specific benefit and they were thinking of themselves much more of a jobcentre where people could go and get a job.
- XXI. In terms of ESA, one of the challenges they had was supporting people who might be claiming ESA into work, not necessarily back into full time work nor forcing them into any job, but putting them into the world of work temporarily, part-time jobs to improve their wellbeing and make their experience better. The issue with ESA claimants, Income Credit claimants, lone parents etc., was that they were not required to present at the jobcentre. Getting to them and supporting them and being able to offer them that advice was quite difficult and was part of the agenda why they wanted to be in the community, in the children's centre and libraries etc., trying to support people so that the process of the work becomes a positive one and not a sanction.
- XXII. With regard to *Lifelong Learning*, it was important to retain this for people enjoy learning as a pleasure and this would ensure that this would not change. They were not suggesting what the Skills Plan would or would not do to ensure that the only provision for learning available was matched to the

jobs market. People who goes through education and higher education do so rather than a future job. What they had was a situation where the provision that was available in Birmingham, there was a number of provision that would not matched the future jobs market and was wasteful of public money. A better variety and better matching was needed.

- XXIII. Concerning the Business Charter, and the Transatlantic Trade and Investment Partnership (TTIP), Councillor Holbrook undertook to speak with Councillor Stacey regarding the issue of who manages the Business Charter as this was an important point. It was surprising how little the City Council require people to provide jobs for people in Birmingham as they rarely make this a part of the planning objective. It was rarely made a condition. What they tended to do was to work with employers in a positive way – example Grand Central.
- XXIV. There was no requirement to state that they would only employ people from within Birmingham. What they did was to support those businesses and those companies to find the right people with the right skills to match those jobs and they make this a positive experience. Employers were not interested and they would not come to Birmingham if the argument was that they would be required to employ 50% of their employees from within a specified geographical area. What they would do was if they were being offered a service to say that the City Council would help you to find the right people for that job, they would find this a more positive experience which would be easier to encourage investment in that way.
- XXV. In terms of looking for a community outreach centre, DWP had undertaken to do a market testing with some of the local groups being established throughout the Districts to see what they could do to make jobcentres more approachable. Some were shocked that people did not want to go in there and there was a will to look at what they deliver so that they could sat alongside and were taking it to the wider areas.
- XXVI. Councillor Holbrook noted Councillor Huxtable's comments concerning the Midland Engine, transportation connectivity, District jobs and Skills Plan, GSLEP and other LEPs and Science Technology and Engineering Manufacturing (STEM) and advised that the report had been written by the Institute for Social Inclusion by an expert called David Simmonds.
- XXVII. Some of the references were not in the report, particularly around transport and connectivity as this was a local authority responsibility driven agenda. Just as important, and fundamental, but perhaps not quite the same as the Skills Investment Plan, it was about trying to inform where people spent most of their skills provision. The transport pieces were fundamental, but perhaps sat alongside it rather than being a part of the report and needed to be referenced more.
- XXVIII. With regard to the Midlands Engine, perhaps elements that were covered in the report, but was not badged as that and they needed to pick that up and have that conversation with Mr Simmonds. They would also picked the

conversation up with Mr Simmonds concerning STEM and make this more prominent.

- XXIX. Concerning the District Jobs and Skills Plan and the relationship with the wider LEPs they were interconnected with the District Plans. The District jobs and Skills Plan would be tied up with the local planning agreement objectives. If they did not, they should have done as they had involved their Regeneration colleagues in the writing of the original documents which should have been to District Committees by now. This would be taken on board and picked up with colleagues.
- XXX. In terms of the links with the wider LEPs in Worcestershire and Staffordshire, they were working closely with Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) and were doing this as an integral part of their Skills Growth Strategy and through the Combined Authority. It was recognised from what was stated that it did not expand into Worcestershire and Staffordshire and this would be picked up with colleagues as there were aware of where the works traffic were which were two way. They have had conversations with colleagues in the Black Country LEP and perhaps need to replicate that with the other surrounding LEPs.
- XXXI. Councillor Holbrook noted Councillor Jenkin's comments concerning self-employment and advised that self-employment needed to be more relevant and prevalent in the report. In relation to the issue concerning the role of the state, and how much they could influence the agenda of skill and employment, it was true that it was not the role of the state to create employment. If the view was taken that people acquire skills during the process of education, it was the state's job to provide education.
- XXXII. If the education being provided either at school, training providers, FE colleges and universities were not delivering the skills that people want to employ, they were failing. It was the role of the state to ensure those providers were delivering what they need. The Council's role was to ensure that people had the best chance and the best skills that matched the future economy. It was also about levelling the playing field and not everyone would come from a place where this would automatically give them the ability to self-drive.
- XXXIII. For the vast majority of people it was their responsibility and they were able to self-drive their career and their pathway, but if it was that simple, they would not have had 20 years of high employment in particular areas of Birmingham versus other areas. The City Council job was to address that and support those people who would need some help.
- XXXIV. Councillor Holbrook agreed that two weeks value of work experience they spoke of today was different. The work experience spoken of was that someone may be out of the labour market for a number of years and going once per week to be part of the labour market and part of the world of work would change how they feel about themselves and about entering the world of work. It was about an opportunity to try out whether you like a career or not.

- XXXV. It was known that particularly around unemployment, this worked and that there was a much higher turn around with people into work if they were given a work experience opportunity. Over 50% of people who had a work experience opportunity would then enter a job.
- XXXVI. In terms of work experience, they had a project running with DWP to get 10,000 extra work experience places. This data should be coming to the position where they could review it and look at the effectiveness of this programme. The anecdotal evidence had shown that the additional work experience could be anything up to 18 weeks for someone who was in receipt of Jobseekers Allowance had tipped the balance of moving people into employment through confidence.
- XXXVII. Councillor Holbrook noted Councillor Islam's comments concerning the Destination Work and the work being done around Grand Central. She stated that she had raised the issue in Cabinet and with colleagues that nothing should be built without a Skills Plan. Development and regeneration job creation was huge in Birmingham, but it was no point in doing it unless consideration was given to how people's outcome could be changed who was living in Birmingham.
- XXXVIII. Grand Central was a great model, the model about knowing it was coming and going into areas and working with people who were from the labour market. 700 plus people out of a 1000 jobs came from unemployment into a job. This was the first time in Birmingham they had demonstrated that they did not just created jobs that people were able to move into, but the Council created jobs that they were able to change unemployment figures. This was what the City Council was working on around HS2 and all the major developments that would come to Birmingham. When people wanted to invest in Birmingham and relocate their businesses here, the thing that attracted them was the fact that they could work with people about the future planning of their workforce.
- XXXIX. There had always been agreement in relation to the role of adult skills and post 25. The local authority only had responsibility for the under 25s, but that relationship with the DWP was important as the Council did not had the resource around skills other than the Adult Education budget.
- XL. The role of the Council was to influence others and this was the point of the Skills Investment Plan. Whether the funding sat with the Combined Authority or as it was at present (where the vast majority sat with the Skills Funding Agency (SFA); the Education Funding Agency (EFA) and the Enterprise Zones (EZ)), the intention behind the Skills Investment Plan was that instead of all those organisations investing as they individually saw fit, or saw the need to be, it was supposed to be an intelligence led document that allows anybody who was investing in skills in Birmingham, whatever money comes into Birmingham, to ensure that it would be spent intelligently and alongside what was needed rather than perhaps the way it had been spent previously. The City Council was committed to changing the outcome of people's lives in Birmingham.

- XLI. With regard to the Enterprise Zones, it had always been the intention through the Enterprise Zone Implementation Plan to use some of the resources to address the unemployment skills. This was delayed as a result of the delay in getting the resources on board. They were now in active discussion with the Design Board on how they deploy that and how they potentially use that money to draw down additional European funds given where they were with the LEP opt out situation. This was on-going and it was hoped that something would be agreed by the end of this financial year.
- XLII. In relation to the Business Improvement Districts (BID), this would be taken back as BIDs were important and created a number of jobs. The vast majority of employment comes from SMEs, micro and small businesses. They would come back and speak to the Committee about the Employer Support Unit which was a piece of work that was being done which sat within the Youth Employment Initiatives.
- XLIII. In terms of the difference that local Jobs and Skills Plan could have and things like BIDs, what was happening in the District Jobs and Skills Plan was because the majority of Birmingham had significant skills issues all the focuses of the District Jobs and Skills Plan was about how they change the agenda and how they get people into work. The story in Sutton Coldfield was slightly different although they do have unemployment, but the District Committee had taken the view that what they would like to focus on was how they look at their neighbouring districts and how they make those jobs in Sutton Coldfield more available to people who live on the boundary of Sutton Coldfield.
- XLIV. A report would be submitted to Cabinet in February 2016 with the intention to take it to Full City Council for discussion.

The Chairman commented that it was hoped that the Cabinet Member would come back to a future meeting to give an update on the Plan.

The Chairman thanked Councillor Holbrook and Jane Newman for attending the meeting and presenting the information.

SEVERN TRENT WATER – BIRMINGHAM RESILIENCE PROJECT

53 Sarah Jayne O’Kane, Public Relations Manager, Severn Trent Water and Dominic Moore, Land and Planning, Severn Trent Water attended the meeting. A video presentation was shown to the Committee concerning Severn Trent Water - Birmingham Resilience Project.

(See document No 2)

In response to questions from the Members, Ms O’Kane and Mr Moore made the following statements: -

- a. With regard to water meters they agreed that water meters were great for small families or people living alone, but not so much for people with larger

families. Severn Trent would install water meters free of cost and would put these in for two years. People now had the option to have the water meters removed after two years if they were not working or if they were delivering the benefits that they wanted. They would not be pushing everybody to have a water meter nor would they enforce this.

- b. Severn Trent Water would promote the use of water meters as a way for people to save money and they had a calculator on their website that would show people whether this was the right option for them. They would ensure that they were saving as much water as possible and a full campaign for water efficiency were being pushed and there were free water efficiency packs for people and free audits for people in their homes.
- c. Severn Trent Water would visit people and look at how they were using water and suggest ways of reducing water. The water efficiency route was the way they were going at the moment and would promote this where it was the right thing for people. They would also tell people whether water meters were a good thing for them as a customer or not.
- d. As part of the Resilience Scheme they would be building a new pumping station at Lickey Hill. Inside that there would be 4 pumps, 3 would be used for when the water was pumped, which would be once every 24 months for 6 weeks and one would be on standby for the actual resilience to the pumping station itself. There would also be a separate power source for that station and a separate generator for the back-up.
- e. Currently the aqueduct was closed for 5 days at a time, but they did not tell anybody about this as their water was not affected during this time. At Frankley Reservoir, which had 5 days storage, it takes one day to drain the aqueduct down and a day to fill it up again which gives three days to do any assessment on the aqueduct and any maintenance work that needed to be done. The three days had kept them going for the last 100 years, but going forward they were going to be doing more than they could do in 3 days which was why they were doing this project.
- f. They did not tell anyone as they would not notice. Basically the reservoir at Frankley would be drained and when they turn the aqueduct back on it would be filled back up again and the customers would not notice any difference whilst this was being done.
- g. In terms of the discolouration notice, they could only apologise that the notice had been sent to customers, but it was just a warning. Whenever, they did any work on any of their pipes they move the water around the network in a different way to ensure that everyone's water stays on. Sometimes this meant putting water down a pipe the opposite way to the way it would normally go, or they might put it down faster and all of these things could lift up the sediments that were under the bottom of the pipe. This was harmless, and they were aware that it was not particularly nice and understand that people would not want to drink this discoloured water.

- h. The notice that customers would have had was just a possibility that this might happen as there was some work that Severn Trent Water was doing.
- i. The graduate programme was only just starting and they were still in the design stage and they were planning to submit their planning application this month. They had only just started that engagement with people and had one graduate who were with them. Going forward, as part of their plan was a full education programme. For primary schools, they had a Severn Trent Education Team who was all fully trained teachers and their sole jobs were to go into schools, colleges, universities and community groups and talk to people about water efficiency and not to flush certain things down the toilet etc.
- j. As part of the project, they had built an extra module on the end so that when the team was out talking to people they would also be talking to them about the project. They would be engaging with primary schools in this way and they had some books they were creating that would be issued free to schools. For secondary schools a lot more would be done such as Science Technology and Engineering Manufacturing (STEM) and the project and trying to get people engaged in STEM subjects based on what they were doing, get them out to look at what they were doing, site safety and engineering techniques. This would be the same for universities. They were encouraging everyone to be more involved in water and engineering projects.
- k. People would notice the difference in the water quality. Currently all of Birmingham's water supply comes from the Elan Valley, with a bit from the Severn River which they do use sometimes. It was reservoir water that people in Birmingham usually get. When the new pipe was in place, this would not bring the amount of water that was needed to supply Birmingham whilst the aqueduct was off. They had a number of other bits of the project that was happening and they would be bringing in water from South Staffordshire Water Company.
- l. They had an agreement with South Staffordshire Water Company stating that they could use some of their water coming in, which would come in from a reservoir and they had boreholes in Birmingham, some of which were existing or new bore holes some of which would be bringing in water from other parts of Severn Trent strategic grids from across the whole Midlands and they could move water around from Derby down to Gloucester etc. They could move it around to everyone.
- m. In Birmingham when they switch off the Elan Valley Aqueduct, there were 5 networks of pipes in Birmingham with 5 different distribution systems and they were not entirely sure at this point which blend of water customers would get. They were in the process of modelling this and within the next two months they would be able to say exactly on which street which customer would get what kind of water and then they would be able to tell what the difference was and would then be able to talk to people about what the difference would be.
- n. People would probably notice the difference. They would be talking to people about this and explain what was happening. They would be engaging with the

community doing drop-in sessions, taste test so that people could understand what was happening and see the difference before it happened.

- o. They had asked the Environment Agency for a licence application and the plan was to do this for 50 days twice during every 5 years. During this 5 year, it would be in the winter months this would not affect the river and the water coming out of the river. They may not need 50 days as it was dependent on the type of work being done at the aqueduct as they could need fewer days to undertake the work. This was what they had permission for and the Environment Agency had stated that they were in agreement with this in principle.
- p. In terms of changing the taste of the water, there would be some blending of different sources of water, but it was uncertain what this would be like. They were doing some investigations at present to look at how they could use all of the different sources at their disposal to keep the people of Birmingham water supply on. It was always going to be of good quality, meet all the regulations they had on the existing water and there would not be anything wrong with the water, but it would taste slightly different. It was uncertain how much different the taste would be.
- q. There was some work in Kingsbury which started last week where normally they had reservoir water, but they were doing some maintenance work on one of the pipes there, which meant that they had to switch off the water and try and supply them from elsewhere. They were currently getting river water instead of reservoir water. When they get to the end of this work they would then speak to people to ascertain what difference they had notice with regard to the taste of the water. Has it made a difference to them and what was the difference so that they had some understanding so that they could then take this back to the people of Birmingham.
- r. The agreement they had with the Environment Agency was that they could only do this work in the winter months and they had to respect the *hands-off* levels that they were talking about. If the river levels get to a point where the level was too low they would cancel the maintenance work. It would not be anything that could not wait for the next time and they would do the work the following year.
- s. The changes would make it harder water in Birmingham and this was what they needed to work out to find out what that difference would be. As this would only be for a short time, it would not be enough for getting the kettle or washing machine build up with calcium.

The Chairman thanked Sarah Jayne O'Kane and Dominic Moore 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 3)

The Chairman advised that for the next meeting in February the Cabinet Member for Development, Transport and the Economy was scheduled to attend and that they would hopefully be looking at the *Local Centres*. They would also be looking at *Flood Risk Management* from the point of view of the City Council. There was a proposal if they could get both Cabinet Members to do the BIDs together and that an extra meeting may be arranged. He enquired what the view of the Committee was concerning the proposal.

Councillor Evans commented that there were only two meetings left on the schedule for the current Municipal Year and that it was hoped that they would give up the 15th April meeting. There was a number of interesting topics in the list of to be scheduled on the Work Programme. He enquired what the prospect was of having reports on those and examining those either in this session or the next Municipal Year as the Committee ought to be reviewing a number of these things.

The Chairman enquired whether the Committee wanted these things to be scheduled in for the vacant two meetings and whether there was anything particularly the Committee would like to look at.

Councillor Evans suggested that the Waste Strategy, Green Commission, Work Programme Providers and LEP were interesting topics in his view.

The Chairman stated that it appeared that these would be on the agendas for March/April Committee.

Councillor Huxtable stated that the Leader of the City Council, Councillor John Clancy had apologised for the gridlock in the City and the Cabinet Member in charge of Fleet and Waste Management, Councillor Lisa Trickett apologising for the *appalling service*, in that respect as both issues were covered by this Overview and Scrutiny Committee in terms of the commitment of both Cabinet Members talk of improving the services they were responsible for, should the Committee be looking at what measures they would take in place to *turn around* the gridlock and Fleet and Waste Management.

The Chairman stated that he had been advised that the operational side of Fleet and Waste Management falls under the Neighbourhoods Overview and Scrutiny Committee rather than the Economy, Skills and Sustainability Overview and Scrutiny Committee.

Councillor Spencer declared her non-pecuniary interest in the Climate KICK project and advised that she would be interested in looking at how far the Combined Authority had come on as there was a clear authority to change low carbon sustainability agenda that underpins that regional work. She did not have a clear sense of where the Green Commission was on that. If the Committee was going to have the Green Commission, it would be useful to have them focus on this and how it was stepping up to a more regional piece of work they could get out of this. It was interesting to have an update from the Birmingham Regional Growth Hub, but given that the Combined Authority would be looking at the Black Country Growth Hub, it would be interesting to look at the two things side by side if they were allowed to look at the Black Country things.

(Councillor Huxtable declared his non-pecuniary interest as he was on the Board of Innovation).

The Chairman declared his non-pecuniary interest as a member for the Acocks Green BID).

54 **RESOLVED:-**

That the work programme be noted.

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

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

AUTHORITY TO CHAIRMAN AND OFFICERS

56 **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 1150 hours.

.....
CHAIRMAN

ANNUAL REPORT OF THE DEVELOPMENT, TRANSPORT & THE ECONOMY PORTFOLIO TO THE ECONOMY, SKILLS & SUSTAINABILITY OVERVIEW & SCRUTINY COMMITTEE – 12 FEBRUARY 2016

COUNCILLOR TAHIR ALI, CABINET MEMBER FOR DEVELOPMENT, TRANSPORT & THE ECONOMY

1. INTRODUCTION

- 1.1 This report will focus on the Development, Transport & the Economy portfolio achievements over the last year. It includes information on: the contribution made to the Leader's Policy Statement Objectives and progress with portfolio priorities; performance; and new initiatives introduced and funding secured.

2. SUMMARY OF ACHIEVEMENTS

- 2.1 The primary function of this portfolio has been to drive the Birmingham economic agenda to promote a '**Prosperous City**' in accordance with the Leader's Policy Statement. The outcomes of the contribution to the Policy Statement Objectives are reflected in the following high level achievements:
- With an economy worth £23.2 billion in 2014, Birmingham has the largest Gross Value Added of any UK city, apart from London.
 - Birmingham's economy grew by £2.4 billion in the post-recession period, more than any other regional city.
 - Gross Value Added in Birmingham is over £47,300 per worker.
 - In both 2013/2014 and 2014/15 the Greater Birmingham area attracted more Foreign Direct Investment than any other Local Enterprise area in the UK – and Foreign Direct Investment projects have created more than 13,500 local jobs.
 - Birmingham is recognised as Western Europe's most 'Competitive City' for Foreign Direct Investment. In 2015 Birmingham was the only city in Europe to be nominated as a 'Location of the Future' by *Site Selection*, a global inward investment magazine and in 2014, also according to *Site Selection*, Birmingham overtook London as the 'Number One UK City for Investment Attraction Activity'.
 - Office construction in Birmingham is at the highest level for 13 years, with 969,000 sq ft of office space under construction.
 - Birmingham has a thriving Visitor Economy – in 2014, the city welcomed more than 37 million visitors, up by 3.2 million (9%) on 2013. Expenditure of £6 billion was up by £0.6 billion (12%), while jobs supported by tourism rose by 4,700 (7%) to 68,400.
 - Last year Birmingham made it into the top 20 European Business Travel Destinations, for the first time.

- Birmingham has been the 'most entrepreneurial UK city outside London' in the last two years, with more than 18,000 new businesses registering in the city last year alone.
- Birmingham accounts for nearly 17% of business in the West Midlands region and nearly 50% of business in the Greater Birmingham area.
- After growing strongly in 2014 and 2015 employment in Birmingham is now back above pre-recession levels.
- Between 2013 and 2014 some 22,000 net new private sector jobs were created in Birmingham – the biggest increase of any Core City, and twice the number in Sheffield, Leeds and Nottingham, and three times the number in Manchester.
- Birmingham provides jobs for over 190,000 in-commuters, each day.
- All 40 wards in Birmingham have seen a decrease in unemployment rates over the last eighteen months.
- Unemployment in Birmingham stands at 5.8%, its lowest level since 2004, but still unacceptably high.

2.2 Birmingham is an economically successful city. However, we suffer from underlying economic problems that stem from disastrous national economic policies, which have damaged this city for decades, including: constraints on investment and growth; the undermining of our manufacturing base; and the forced sale of public assets. The result has been local 'Jobs Gaps', 'Skills Gaps' and 'Housing Gaps'.

2.3 Birmingham's success in creating businesses has, in part, been undermined by the loss of public sector jobs, which were traditionally taken by local residents, thereby producing unemployment. Only through our own efforts and working with partners, can we address these entrenched structural issues, to ensure prosperity, and promote a fairer share of its benefits for local people.

3. CONTRIBUTION MADE TO THE LEADER'S POLICY STATEMENT OBJECTIVES

The contributions made by staff working within my portfolio to the Leader's Policy Statement and Portfolio Objectives are set-out below under the following headings: Jobs and Employment; an Enterprise City; Planning and Infrastructure; Transport and Highways; and Regional Economic Capital.

3.1 JOBS AND EMPLOYMENT

3.1.1 Birmingham Jobs Fund

The Birmingham Jobs Fund (BJF) has continued to successfully support our young people into employment. Analysis by the Department for Work and Pensions (DWP) on the impact of the BJF, since it commenced in August 2013, shows that the Fund achieved 1,827 Apprenticeship starts, of which there is evidence that 683 (37%) remain in employment and only 120 (7%)

are again signing on. The remaining 56% are not so easily identifiable, as they were not initially DWP claimants and are therefore more difficult to track in the long-term.

The BJF has also supported 471 people into non apprenticeship job opportunities. Some 78% of these are reported as 'off –register' by the DWP and therefore assumed to be in employment, with only 61 (13%) identified as signing-on again. These figures compare very favourably with those achieved elsewhere.

Currently total spend, (actual and committed), over the delivery period from April 2013 to January 2016 is just over £5 Million, leaving a further £800,000 to be committed.

3.1.2 Birmingham Skills Investment Plan

The Birmingham Skills Investment Plan (SIP), led by Councillor Holbrook, will be launched in the new financial year. Developed after extensive consultation, this will be a jointly-owned document with stakeholders and is key to ensuring that local people are appropriately skilled to secure the jobs that are being created. The investment will be focussed on an employer-led assessment of current and future skills needs. It will support the delivery of the Birmingham Youth Promise and align with the work developing out of the Kerslake Review.

The Birmingham SIP sets down the scope and nature of Birmingham's skills and employability challenges. It identifies those areas ripe for investment and aims to ensure that both the economic development and skills agendas are closely aligned, to enable Birmingham to capture the maximum benefit from the jobs that are being created. Although Birmingham specific, the SIP model could be adopted across the GBSLEP and West Midlands Combined Authority areas, using the resources of the Devolution Deal.

The SIP will align with the wider growth ambitions articulated through the developing transport infrastructure plans, (HS2 and the Midland Metro extension), the Enterprise Zone and the developments in key growth sectors, all of which will create jobs and highlight the skills needs across the sub-region. In particular, we wish to see skills plans aligned to all major infrastructure developments in future.

3.1.3 District Jobs and Skills Plans

The development of **District Jobs and Skills Plans** with the DWP and other local stakeholders across all 10 Districts in Birmingham has provided a vehicle to capture local priorities and opportunities. Capitalising on local growth and development, the District Plans are helping to ensure that local residents have access to appropriate pathways to jobs across the city.

The Council's relationship with the DWP continues to improve, following the difficulties last year. Local DWP staff are now co-located with the Council's employment and skills team, in order to align and improve the recruitment

service to local businesses. In March 2015, we launched a campaign to secure **10,000 Work Experience pledges** across the City. The Council has committed to offering 600 work experience places, along-side pledges from other companies.

3.1.4 Flexible Employment Support

We have also secured in excess of £1million from the DWP's Flexible Support Fund. Badged as '**Project 20,000**', we are delivering a programme of pre-employment training linked to key sectors of the economy. As well as supporting recruitment to Grand Central, we are also supporting Construction, Call Centres, Rail Engineering, LGV Driver Training, Automotive Supply Chain companies, retail and hospitality. The '**Work Local**' project is delivering pre-employment training for lone parents in 15 Children's Centres, with at least one in each of our 10 Districts. The Birmingham Adult Education Service are also delivering an '**English Works**' programme to provide English in vocational settings and leading to jobs for participants.

The other major benefit from the use of the Flexible Support Fund monies is the **Pop-Up Jobs Shop**, which has been operating from Unit 22 in the Pavilions Shopping Centre, since August and offering both jobseekers and employers a place to meet and make a jobs match. The project is so successful it is staying on in the space until the end of March 2016.

3.1.5 Destination Work

The Council is the Accountable Body for the Destination Work project, which is funded via a £4 million grant from the Cabinet Office. Delivering across Birmingham and Solihull on behalf of the GBSLEP, the project provides support and mentoring for unemployed 18-24 year olds, referred by the DWP, via seven specific Jobcentres in priority areas (Perry Barr, Handsworth, Washwood Heath, Erdington, Chelmsley Wood, Solihull and Yardley).

The project commenced in December 2014 and is due to run until October 2017. A significant amount of activity has already been undertaken. As at December 2015, 1,280 people had been engaged and supported, with 324 starting jobs. Overall, by the end of the delivery period, the project should have support 2,800 young people, of whom, 1,500 are expected to move into employment.

3.1.6 Construction & Built Environment

The City Council continues to provide leadership on the wider GBSLEP and Regional Construction & Built Environment Sectoral Strategy, to maximise the opportunities for jobs, apprenticeships and work experience. Through the **Building Jobs in Greater Birmingham Initiative**, there is now a successful partnership working arrangement with the private sector, education and training providers and neighbouring local authorities, as well as, the Construction Industry Training Board. This has resulted in the development of

a joint investment proposal, National Skills Academy for Construction and a shared apprenticeship scheme for the sector.

The construction of the new **Midland Metropolitan Hospital** provides a good example of how this partnership is working in practice. Commitments have been made by the lead contractor Carillion, in terms of jobs and training opportunities, for communities across Birmingham and Sandwell.

The **Building Birmingham Scholarship** continues to provide encouragement and financial support for talented young people from disadvantaged backgrounds and some of the most deprived areas of Birmingham. The scholarship provides financial support in the form of a bursary and contribution towards tuition fees up to £3,500 for young people aged 18 – 24 years, who wish to study for a degree or equivalent, in a construction related subject. Combined with other support through mentoring and a guarantee of a paid work placement, this provides opportunities for young people to reach their full potential. A total of 45 scholars have been supported since the project began in 2013, with 25 recruited to date in 2015/16.

3.1.7 Jobs at Grand Central

Grand Central opened in September and has been a catalyst for jobs in a variety of vocational areas, including: catering, beauty, customer service and management. A good number of the jobs have been taken up by local people, with many now in work after a long period of unemployment.

The Council's Employment and Skills Service worked with a group of agencies, including the National Careers Service and the DWP, on an employment and skills programme, designed specifically for Grand Central employers. The programme included a 'SMILE' customer service training element that had a strong focus on selling Birmingham.

Local unemployed people were matched to opportunities created by Grand Central and the wider city centre developments. This was assisted by a 'talent pool', created for retail, catering and hospitality, which assisted around 450 people into work. A group of agencies, known as the 'Birmingham Growth Alliance Partnership', worked with Birmingham Metropolitan College, Solihull College and University College Birmingham, to provide training. Through this process we achieved:

- **75%** of the unemployed jobseekers who were supported into work through the partnership programme had completed the two-week pre-employment training, including SMILE.
- **35%** of the unemployed jobseekers who were supported into work, were young people aged 16 to 24 years.
- **28%** of Birmingham residents helped into work were from Priority Wards.

The SMILE element of the training was well received by learners and was rolled-out to Taxi Drivers around New Street Station, so that they too can help deliver a better overall customer experience for visitors to Birmingham.

The construction phase of both New Street Station and Grand Central saw: 208 unemployed residents receiving pre-employment support; 1,442 Birmingham residents directly employed on site; 217 unemployed Birmingham residents supported into employment; and 116 Apprentices were recruited on site.

The 'Talent Pool' is being continued to serve other employers and it will be expanded to help support other sectors, starting with Construction. The delivery of externally funded projects is increasingly embedded in creating pathways to real work and apprenticeship opportunities identified through the Council's own activity and the successful partnership working with the DWP that we now have in place.

3.1.8 National College for High Speed Rail

Progress to develop the newly incorporated National College for High Speed Rail continues at a pace. Site preparation and demolition works has already commenced. Planning consent is anticipated later this month, with construction due to start in April. Governance arrangements have been formulated and are now embedded with private and public sector representation. The Business Plan for the College was published in August, setting-out the vision for the College to respond to industry needs.

A high level curriculum has been developed in consultation with FE/HE sector and rail industry, to ensure that the College delivers the skills required, across the whole high speed rail sector. We are, therefore, working with partners to develop feeder routes to high speed rail provision, including HS2, to ensure that local people will be in a position to benefit from the opportunities that the National College for High Speed Rail will offer.

3.1.9 Shelforce

Shelforce, the Council's sheltered employment company has made good progress over the past year, towards its goal of a sustainable future. In period 9 of 2015/16, sales reached £1.1 million, compared to £0.5 million for the same period in 2014/15. This is a 55% improvement, which is making a significant contributing towards Shelforce breaking-even, in the near future. Shelforce, now managed in a commercially-focused way, is committed to meeting customer requirements, with much better quality control, improved delivery scheduling, better communication, and dramatically improved productivity and efficiency, which have all made a major contribution towards this success.

Building on this momentum, Acivico are now more involved in the management of Shelforce and are providing their commercial expertise and contacts in the construction sector. It is proposed that Shelforce, after this

interim management arrangement, will transfer to Acivico. This would allow Shelforce to become part of the overall construction procurement chain and allow Acivico to expand the range of services and products that it could offer.

3.2 ENTERPRISE CITY

3.2.1 Economic Growth Sectors

We continue to make good progress on developing the **Economic Zones**, to support development and businesses in key growth sectors, through simplified planning and investment in infrastructure.

Advanced Manufacturing Hub

International hydraulic manufacturing company, **HydraForce**, completed a brand new 120,000 sq ft factory at the Advanced Manufacturing Hub (AMH), in Aston in July. Job numbers at the company, will almost double to 500 by 2018. Contracts were also exchanged with German machine tool company **Guhring** to become the second occupier at the AMH. Guhring will build a new 50,000 sq ft facility creating a further 50 jobs. In addition: the highway works, (beginning with the demolition of the King Edward VII Public House), were completed; the CPO Inquiry, which completed land assembly in Phase 1 of the AMH, was approved by the Secretary of State; a second CPO in relation to Phase 2, was served; and remediation of the Serpentine site and Phase 1 remediation of the Rylands Garage site were completed.

Life Science Campus

The remediation of the Life Science Campus in Selly Oak is underway, which will deliver a developable site by April 2016. In excess of £8 million has been awarded from the **Local Growth Fund**, to support the site remediation works and deliver highway improvements, (Selly Oak New Road Phase 1b), which will remove a congestion hotspot on the A38 and improve access to the site.

Strong interest from occupiers continues to be shown in the Life Science Campus and Bilfinger GVA has been appointed to support the Council with the **strategy for developing and marketing** of the site. This will commence in 2016 and include all marketing and branding, culminating in an open call for a development partner. Alongside this, Marketing Birmingham has produced a brochure promoting the Life Sciences sector, with the aim of stimulating global and national interest in both Birmingham and the Campus.

Environmental Enterprise District

The Council is preparing a **Local Development Order (LDO)**, which will provide a simplified prior approval planning process for the Tyseley Environmental Enterprise District. It is anticipated that the LDO will further encourage investment into and in the area. Formal adoption of the LDO is anticipated in the summer, subject to an initial consultation exercise.

Further to the publication of an Industrial Symbiosis Study in 2013, which identified opportunities for the local re-use of industrial waste produced in the area, development work continues on the **On-line Waste Exchange Network**. This is being led by CIVICO Ltd that manages the Freecycle network in the West Midlands.

A **Wood Biomass Power Station**, under construction on Phase 1 of Tyseley Energy Park, will be operational in March. The plant has been built by MWH Global at a cost of £47 million. It will be operated by Birmingham BioPower and generate 10 Megawatts of power from waste wood feedstock, from commercial sources in the West Midlands. Twenty permanent staff will be employed on the site.

The Canal and River Trust have launched the **Wharfdale Park development**, at the former Tyseley Wharf site, off Wharfdale Park and have pre-let a 15,000 square foot unit to a local building materials company. Wharfdale Park has the capacity for the development of 225,000 square feet of floor-space for industrial warehousing and distribution uses.

Extension works to the **Zip Textile Services unit** on Redfern Parkway, was completed in June, with the benefit of £500,000 grant funding, under the Tyseley Property Assistance Programme grant scheme, funded from the ERDF. The investment created 38 jobs and safeguarded the long-term security of 122 staff; in addition, over 18,000 square feet of commercial floor-space has been created.

At the **Signal Point development site**, immediately outside of the Tyseley Environmental Enterprise District, £1.26 million has been secured from the Local Growth Fund for highway works on Battery Way.

Food Hub

As a major element of the Food Hub at Witton, Cabinet has agreed that Birmingham's **Wholesale Markets** will move to a new 210,000 sq ft purpose-built facility based within the site. This will be a major catalyst for the growth and development of the Food Hub.

Resources have also been used to conduct research into the **growth potential of food and drinks related industries** in Birmingham and their location at the Hub site. The research will now be used as the basis of funding bids to ERDF and GBSLEP, as appropriate. Since the Cabinet decision planning consent has been secured, (in September 2015), for the relocation of the Wholesale Markets to the Food Hub. This scheme is now under construction with completion envisaged in early 2017.

ITEC Business Park

With regard to the Longbridge ITEC Business Park, the City Council is working with the developer St Modwen to secure **ultrafast broadband** solutions, including 4G. A new data centre has opened at the Cofton Centre,

in Bromsgrove - and proposals for the installation of ultrafast broadband as part of the utilities package are being developed. This would provide the same connectivity as the city centre. Some £50 million of Local Growth Fund monies have also been secured to enable a connectivity and infrastructure package to complete the improved access.

3.2.2 **City Centre Enterprise Zone**

The Enterprise Zone (EZ) remains on track to **deliver against the targets** for 2015/16 for job creation of 2,500 jobs. By October, 1,179 jobs had been created, with a further 1,000 jobs to be added from the HS2 Headquarters development and with more in 2015/16 still to come forward.

The EZ has now also exceeded the **commercial floor-space** development requirements of the 100,000 sqm target for 2015/16, with 117,169sq.m now created. Overall the EZ continues to make positive progress delivering development sites and supporting infrastructure.

Major highway and utility works continue at **Paradise Circus**, with demolition of the former library now well underway. Detailed planning applications for the first two buildings and public realm were granted approval in September 2015.

The winning design has been announced for **Centenary Square**, where detailed design continues in conjunction with discussions with Centro and the Metro extension. Work is on course to start on site for Centenary Square in 2017.

Agreements and planning are in place for the **New Wholesale Market** to start on site in January 2016. Feasibility work has been agreed for the **Birmingham Smithfield** site to support the delivery of the Masterplan in 2016.

The **Site Development and Access Fund** has now agreed over £11 million of investment, including funding for the restoration of the former Belmont Works, on Eastside Locks, the Junction Works building on Fazeley Street and the creation of the Garrison Data Centre, off Great Barr Street, Digbeth.

Creating Economic Opportunities sees projects progressing to detailed design phases, with some of the City Centre, Pinch Point Ring Road schemes, commencing on site.

Recent approvals will see further progress and investment in **Business Development and Support** of the EZ in 2016. This will help to incentivise occupiers to locate to the Zone.

Projects funded by the EZ continue to make positive progress and the investment programme remains affordable within the income forecasts. Maintaining this affordability in future years will be dependent on sites being completed and business rates being paid. Whilst the business rate income

forecast has seen a reduction in 2015/16 to that which was presented in the Investment plan, this is reflected in a decrease in spend.

The forecast contained in the **Investment Plan** remains on track to be able to see a significant increase in income from 2020/21. Whilst the revised income forecast for 2017/18 to 2019/20 is lower than the estimate in the Investment Plan, it will provide for an average cumulative surplus for these years of over £5.5 million and therefore an affordable programme. However in light of the Birmingham Curzon approval, the Investment Plan and financial model are to be updated.

The forecast also remains positive by the **recent announcements** of HSBC occupying an office building at Arena Central, with work starting on site in summer 2015 and demolition commencing for 103 Colmore Row (former NatWest Tower). Planning permissions for Three Snow hill has also been granted, with the preferred contractor secured.

3.2.3 Business Improvement Districts

The City Council has continued to support Birmingham's Business Improvement Districts (BIDs), recognising the role they play in the city's economy. This summer saw successful ballots for the Westside BID, (following on from Birmingham's first BID for Broad Street) and Southside BID2. With BIDs for Westside, Southside, the Jewellery Quarter, Colmore Business District and the Retail BID most parts of the City Centre are covered by BID activity, with the exception of Digbeth. Led by the Digbeth Forum, work on the feasibility of a BID for the area is being undertaken.

Beyond the City Centre a number of BIDs are being supported for ballots this summer; Acocks Green BID2, Northfield BID2, Sutton Coldfield BID2 and Erdington BID3. The Council has strongly promoted the growth of BIDs in its district centres, but also recognises that this needs to be business-led and a partnership model that meets the needs of individual centres. A BID proposed by the Lifford Business Association received a no vote at ballot. In Sparkbrook and Springfield, where the BID ballot outcome was overturned, feasibility work on a partnership way forward is being explored.

3.2.4 Advanced Manufacturing Supply Chain Initiative

The Council is the Accountable Body, for a total of £345 million of Regional Growth Funds (RGF) for the delivery of the national **Advanced Manufacturing Supply Chain Initiative (AMSCI)**, which is being delivered by Finance Birmingham with some £25 million having been allocated on a regional basis.

AMSCI in total has committed £276 million, (80% of its budget), towards funding 74 projects, with this leveraging in an additional £421 million of private sector funding. Many of these projects are made up of consortia of businesses, so the **total number of businesses receiving funding from AMSCI is 376**, (the majority of which are SMEs). These 74 projects have

already created and safeguarded 3,883 jobs over the past 3 years, with an expectation of them meeting the total jobs target of 13,500. Some £82.2 million (30%) of the committed funding has already been drawn down by businesses. This process is progressing rapidly, as many projects have now moved beyond their start-up phase.

Of this AMSCI funding, the **GBSLEP area** has received **funding for 23 projects**, with 17 businesses having been assisted with a commitment of £7.7 million of funding. The West **Midlands Combined Authority area** has received **funding for 109 projects**, supporting 89 businesses, with £45.9 million of AMSCI funding.

In December 2015 Cabinet agreed, with the support of the Department of Innovation & Skill, for the **Council to continue as the Accountable Body** for the initial AMSCI allocation of £125 million for a further two years, thus helping to enable the continuing delivery of this part of the AMSCI programme, using £21.9 million of uncommitted funding.

In mid-2014, the Council, as the 'Accountable Body' for the Regional Growth Fund, received an allocation, totalling £28 million, to launch three **new access to finance programmes**. This has been matched by funding of £40 million from the West Midlands Pension Fund and £21 million from a range of local public sector funding sources, producing a total fund of £89 million.

These programmes are being delivered by Finance Birmingham and progress to date:

- **National Tooling Loan Fund** (of £24 million), in total 7m has already been committed towards funding 14 tooling projects (10 businesses of which 5 are based in the GBSLEP area), with this leveraging in an additional £12.2 million of private sector funding creating and safeguarding a total of 320 jobs.
- **Mezzanine Fund** (of £56 million) operational across the West Midlands area and the **Debt & Equity Fund** (of £9 million) operational across the GBSLEP area have jointly funded a number of businesses and in total £18.4m has already been committed towards funding 24 businesses with the Debt & Equity Fund now fully committed. This has in total levered in over £19m of additional private sector funding helping to create and safeguard a total of 600 jobs.

These Funds have seen strong demand in the 18 months since their launch and have committed a total of £25.7 million, (29% of the total available), with there being a number of potential good quality applications in the pipeline.

Debt and Equity Funding Programmes have now provided 52 Birmingham-based businesses with a total of £15.6 million of funding, (out of a provision of £25 million), with this helping to create and safeguard 1,769 jobs. During 2015 there were 13 investments totalling £1.565million. This included investments into:

- Ascension Ventures, which is a venture capital business which focuses on investing into early stage digital media businesses; and into
- Obillex, which supports small businesses by helping to accelerate supplier payments, and thereby helping suppliers to meet their commitments to the Council's Social Charter for fair payments.

To date, £6.1 million of capital has already been repaid to the Council.

3.2.5 Business & Enterprise Support

Land & Property Support for SMEs

The £2.4 million **Industrial Corridors Programme** is approaching completion. To date, it has supported 31 businesses, created 98 jobs, safeguarded 273 jobs, generated £3.3 million in private sector match-funding and created or improved 20,000 square metres of floor-space.

The **Tyseley Property Assistance Programme**, which completed in December, supported eight SMEs. The scheme provided approximately £840,000 of ERDF, creating or safeguarding of 257 jobs, with the creation or improvement of over 7,300 sqm (78,580 square feet) of commercial floor-space. Overall, the programme exceeded the outputs targets set by government.

With the help of a £1.4 million ERDF grant the **Digbeth and Jewellery Quarter programme** supported the Birmingham Assay Office's move into their new purpose-built office fronting Icknield Street in the Jewellery Quarter in June. The Assay Office now employs around 150 people and the development forms part of the wider St George's Enterprise Zone site. In total the programme created 79 jobs, safeguarded 39 and created over 11,000 sqm of floor-space.

Delivery of the Council's programmes of ERDF funded Land & Property programmes have all been completed. An application for a city-wide property investment programme is currently with the DCLG for appraisal.

Business Programmes

A portfolio of **Business Development Programmes** designed to stimulate business activity, improve market confidence, encourage new investment and create jobs has been successfully delivered by the City Council across the region's LEPs. These utilised a mix of ERDF and Regional Growth Fund and private sector match, and included:

- Green Bridge Supply Chain Programme - £75 million
- Business Innovation Programme - £9 million
- Business Development Programme - £8 million

The **Green Bridge Supply Chain Programme** is funded through Regional Growth Fund (£20 million), ERDF (£15 million) and private sector match of £40 million. The programme offered finance assistance of up to a £1 million to develop and grow the SME supply chain, within the green economy. This West Midlands wide programme launched in June 2013 and was completed at the end of November. The Programme has delivered the following results:

- 380 projects successfully delivered
- £78 million generated in private sector investment
- 3,241 jobs created and safeguarded
- Generating £390 million in GVA by 2020 to the West Midlands economy

The programme has been great overall success achieving 98% spend, making a significant impact on the region, exceeding all programme targets and raising the profile of Birmingham across the region and nationally.

The **Business Development Programme** has been successfully delivered with help from GBSLEP partners. It offered financial assistance; mentoring and coaching to support SMEs to grow. The programme was completed at the end of June and has generated the following results:

- 394 applications received financial assistance, mentoring and coaching support
- £4 million generated in private sector match-funding
- 600 new jobs created
- Generating £65 million in GVA by 2020 to the West Midlands economy

The **Business Innovation Programme** was launched January 2014 and completed in June 2015. It was designed to encourage and stimulate 'close to market' investment in innovation by existing SMEs. The programme offered financial assistance of £10,000 to £30,000 towards: improvements in systems, production processes and new equipment; concept development, product testing, prototyping and product launch; market development and research, development of marketing strategy, branding, exhibiting and marketing; and mentoring to implement new innovation processes. The programme has generated the following results:

- 166 supply chain companies helped to grow
- £5.3 million generated in private sector match-funding
- 742 jobs created and safeguarded
- Generating £52 million in GVA by 2020 to the West Midlands economy.

Total impact of all the Business Programmes has been:

- 3,000 enquiries received
- 940 businesses helped to grow
- 4,583 jobs created and safeguarded
- Average of 97% spend on all programmes

- £87 million generated in private sector investment
- £507 million in GVA by 2020 to the West Midlands economy
- Saving to exchequer £11,000 per job created.

Based on the successful delivery of the previous programmes, The Council is awaiting final approval of a £43 million ERDF funded **new Business Growth Programme**, which will be operational from March 2016 to December 2018. This is an integrated and comprehensive support package, aimed at strengthening supply chain companies, (HS2 and Green Economy related), stimulating innovation and growing existing SMEs.

The new Business Growth Programme will operate across the GBSLEP, Stoke-on-Trent and Staffordshire LEP and The Marches LEP areas, to provide revenue and capital grants of £10,000 - £200,000. It will support the growth of 635 SMEs, create 1,732 new jobs, generate £40 million in private sector investment and increase regional Gross Value Added.

3.2.6 Women's Enterprise Hub

The new Women's Enterprise Hub, at the Southside Business Centre, in Sparkbrook, was formally opened in November, complementing the existing partnership support. This new facility offers business space, hot-desk facilities and meeting rooms to support women owned enterprises.

To date over 45 businesses have been supported and 16 new enterprises created through a support programme comprising of workshops, events and one to one coaching. There is strong demand for the business space with 50% of the units let or in advanced negotiations for letting. Alongside the business support work, the Enterprise Hub has also held weekly community days, whereby groups or individuals can deliver women focused activities.

3.3 PLANNING AND INFRASTRUCTURE

3.3.1 Birmingham Development Plan

The draft Birmingham Development Plan 2031 sets out a spatial vision and a **strategy for the sustainable growth of Birmingham** for the period to 2031. This will be the Council's key strategic policy documents. It will provide the basis for land management; promoting economic growth, transport infrastructure and helping to close the 'Housing Gap'.

The Birmingham Plan and consultation comments were submitted to the Secretary of State in July 2014, which was followed by a **public examination** into the Plan's soundness by an independent inspector. We received the Inspector's interim findings in January 2015, which required further work in relation the Sustainability Appraisal and assessment of housing need.

This work and further modifications, which the Inspector proposed to make the Plan 'sound', were consulted upon last year. We are now awaiting the **Inspector's conclusions**, as to whether any further Hearing sessions are

necessary, before he issues his final report. Once the report is received, approval will be sought from Full Council for the adoption of the Birmingham Plan.

3.3.2 Community Infrastructure Levy

The Community Infrastructure Levy (CIL) **became operational on 4th January**, following public consultation and approval of the CIL Charging Schedule by an Independent Inspector. The CIL is a funding stream generated by certain types of development, once they commence on site. It ensures those, CIL - liable developments, contribute to the infrastructure needed to support that development, e.g. highways improvements, improvements to education capacity, enhancements to parks and open spaces. The Regulation 123 list was also approved by the Inspector and outlines those projects which may be eligible to receive CIL funding. This list cannot be changed without further public consultation.

3.3.3 Birmingham Smithfield Masterplan

With progress being made on the relocation of the Wholesale Market operation, the Council has begun the process of how Birmingham Smithfield can be redeveloped and the preparation of a **Masterplan** to guide future development and investment decisions to maximise the area's potential.

The first stage of the was the successful launch of a **Visioning Document** for Birmingham Smithfield in March at MIPIM, the international real estate conference in Cannes, and locally in Birmingham. The launch marked the start of an eight week public consultation on the Visioning Document and commenced the debate on the future of Birmingham Smithfield, enabling ideas to evolve and the Masterplan to develop.

The Visioning Document presented the development opportunity at Birmingham Smithfield and set the vision for what the area could look like in the future as an exciting new destination in Birmingham. It proposed **four 'Big Moves'** that should be at the heart of creating Birmingham Smithfield: (1) a vibrant market and family leisure quarter; (2) a market square; (3) a pedestrian spine; and (4) integrated public transport. Further to this the Masterplan is currently being prepared defining the approach to future development

3.3.4 City Centre Retail Strategy

The City Centre Retail Strategy was adopted by Cabinet on the 24th October 2015. The Strategy takes a **comprehensive view of the Retail Core** with the aim of strengthening its position as a destination of choice for visitors. It sets out a series of actions to deliver a high quality attractive environment, with distinctive streets and spaces and the creation of a unique and diverse offer. This will see the current offer expand to include: independent and specialist retailers, leisure, family entertainment, food, beverage and the revitalisation of key streets.

The Retail Strategy seeks to capitalise on the £220 million worth of recent investment in the Retail Core, including Grand Central Birmingham and the refurbishment of The Mailbox and Selfridges. Over **£30 million is being invested in improving public realm**. The vision for the future of the Retail Core has been developed in partnership with Retail Birmingham and has been informed by extensive stakeholder engagement.

3.3.5 **Birmingham Curzon**

Significant progress has been made toward maximising the impact of HS2 and ensuring the **City Centre Terminus Station** becomes a world class arrival focus for the city. Throughout 2015, work has progressed on establishing the local funding, finance and delivery mechanism to secure major regeneration around the terminus station.

The GBSLEP **HS2 Growth Strategy** was submitted to government in April. The Growth Strategy sets out how the region is going to maximise the economic opportunities presented by the development of HS2.

The Strategy established the **Curzon Infrastructure Investment Package**, which will unlock significant growth across the Curzon area. This constitutes a local investment package worth over £600 million, and consists of two phases:

- Phase One - upfront investment in the infrastructure required to unlock growth immediately around the Station, including HS2 Station Environment ('Big Moves'), Metro Extension to Digbeth, Site Enabling works and public realm and local transport improvements
- Phase Two - further investment over wider area, including area wide public realm and local transport/highway improvements, Social Infrastructure and Duddeston Viaduct Sky Park.

The **West Midlands Devolution Deal** has confirmed the government's commitment to supporting the HS2 Growth Strategy and in particular Curzon, for which the Masterplan was adopted by Cabinet in July. The Deal includes the following:

- Extension of the City Centre Enterprise Zone, both in terms of geography and time to support the delivery of infrastructure across the Curzon area. The proposed additional area is an additional 40 hectares; and the time period for retention of business rate growth for the whole EZ, (existing and extended), is to 31st March 2046.
- Funding for the extension of the Midland Metro Eastside Extension to Adderley Street, subject to final business case.
- Commitment to the East Birmingham and Brierley Hill Metro Extensions, subject to business case development.

Implementing the **Growth Strategy for Birmingham Curzon** will lead to the following outcomes:

- A stronger regional centre, including 36,000 jobs (net), £1.4 billion Gross Value Added per annum and £1.7 billion of private sector investment
- New residential communities, including 4,000 new homes, with improved local amenities and leisure facilities

The City Council continues to work effectively with HS2 Ltd. and Centro, to establish the design brief for the **International Design Competition** for the Curzon station. An ambitious design document has been created that will guide the future design brief.

3.3.6 Housing Growth

Cabinet approved proposals for a further 1,090 new homes through the **Birmingham Municipal Housing Trust (BMHT)**, from March 2015. These approvals include major regeneration schemes at: Jarvis Road and Abbey Fields in Erdington, Kings Norton, and Perry Common in Kingstanding. So far 1,104 BMHT rented homes have been completed since the inception of the programme and another 147 rented homes will be completed before the end of 2015/16. Some 467 new BMHT homes are under construction on 19 sites across the city.

In 2015 we will see the **largest number of BMHT homes approved** by Cabinet, in any one year since the programme commenced. Additionally, through the BMHT programme, the Council has sold, exchanged or completed 866 properties to date for outright sale.

In addition to the already agreed **Affordable Homes Programme**, the City Council was awarded a further £840,000, through slippage, in grant from the government, to support delivery of its new Council homes programme. This brings the total grant funding awarded to the Council through this programme to £10.737 million. The Council has also secured a further £3.675 million in grant from the Affordable Homes Programme 2015-18, for 147 Affordable Homes and additional HRA borrowing approval of £14.5million, for 252 affordable homes. (This programme is part of the Local Growth Fund.)

This additional funding has been made available through the inability of other agencies to deliver new homes, and this funding has been reclaimed from them by the government and reallocated to Birmingham in recognition of the **reputation for reliability and delivery** of new homes that the Council has now achieved.

We have continued to roll-out our successful **Dormer Bungalow Housing** typology that was tested in 2014/15 in Sutton Coldfield and Selly Park. Further homes for older tenants of this type have since been provided in Brandwood, Bangham Pit, Billesley and Selly Oak, with more being developed on former

garage sites across the city and as part of the housing offer on major regeneration schemes.

We have also piloted a new style of '**Mobility Apartments**' at Shenley Lane, in Weoley Castle, that have generous space standards and a lift to each floor, but located in a 3 – 4 storey development. These new style of homes, specifically designed for older people, have proved incredibly popular in promoting people to release under-occupied family houses, whilst meeting the specific needs of an ageing population. The Council's success has been recognised by being shortlisted in the LGA Awards in 2015.

Through the **BMHT Contractors Framework** for the delivery of new BMHT homes, six private sector companies have made a commitment to maximise local labour and training opportunities. They are making funding available for a programme to support young people who wish to work in construction related sector.

The **Building Birmingham Scholarship (BBS)** funded by contributions from our BMHT contractors, continues to support young people through higher education with coaching, mentoring and financial support and creating a ready-made talent pool of professionals for the private sector organisations that we do business with to deliver BMHT. During the summer, 14 of our BBS scholars and some students from Birmingham City University, were supported with work placement opportunities and placed with our partner organisations on the BMHT programme. Two of the pilot scholars have now secured fulltime employment, being paid the Birmingham Living Wage, as a result of their placement and are now both studying on a day release basis. We have recently recruited our 2015 scholars and will be supporting 25 new scholars through the programme.

As this financial year draws to a close we will see the completion of the regeneration of **North-East Newtown** in Aston, with around 300 homes being built via BMHT model. This scheme has proved so popular that all of the homes for sale have been sold subject to contract some 9 months ahead of the end of the completion of the construction, demonstrating that the Council is in tune with local housing markets and providing real housing choice in mixed-tenure neighbourhoods.

The need for more and more homes has meant that **underused Council-owned land** that is causing problems with anti-social behaviour and rubbish dumping has come under close scrutiny for development. Schemes, such as the one at Millward Street in Nechells, have provided an opportunity to create high quality new homes on land that is deemed to be surplus and a drain on the Council's resources.

Having piloted a first phase of developing **former garage sites** in 2014, we are in the process of completing our Phase Two Garage Sites Development Programme, which will see 38 new homes built on smaller sites, A third phase of garage sites for development has started to be drawn-up, with support from

local Members and will form part of the BMHT forward programme for 2016/17 and beyond.

3.3.7 Land for Burials

Work continues to increase burial capacity through the development of Sutton New Hall Cemetery, phases 2 and 3. The Full Business Case will be brought forward in March.

The following initiatives have enhanced the visitor experience and increased the footfall within the Cemeteries and Crematoria:

- We have successfully bid for £1.38 million of Heritage Lottery grant funding for the restoration of the two Jewellery Quarter Cemeteries.
- Digital Book of Remembrance kiosks have been installed at the three crematoria.
- Kings Norton Cemetery and Sutton Coldfield Crematorium successfully retained the Green Flag Standard, each gaining an improved score. The Standard is awarded to quality green spaces that are managed in environmentally sustainable ways.
- New initiatives include: installation of canopies over the floral tribute area at Sutton Coldfield Crematorium and the external Book of Remembrance Kiosks; introduction of new cremated remains burial schemes and after cremation memorialisation schemes; resurfacing of roads and paths at various sites.
- We have continued to work in partnership with the Community Payback initiative to provide opportunities for offenders to contribute to work projects across a number of the City's cemeteries which has resulted in significant improvements.
- Three Apprenticeship posts are being supported, though partnership working with Solihull College

3.3.8 Major Projects

Paradise Circus

The Paradise Circus redevelopment will be one of the biggest development schemes that Birmingham has seen for many years and will dramatically transform this whole area of the city centre. When complete, it will comprise 1.8 million square feet of offices, shops, cafes, restaurants and a hotel in up to 10 buildings, all set within public realm of the highest quality in Birmingham's civic and historical centre.

The scheme will make a major contribution to the Council's vision for the city and is key to the Enterprise Zone. It will create employment opportunities and generate additional business rates, whilst making significant enhancements to the setting of the city's historic buildings. Major improvements to pedestrian routes, road layout and public space will also result from the redevelopment.

The Council has formed a Limited Partnership, Paradise Circus Limited Partnership (PCLP), with renowned developer Argent and the British Telecom Pension Scheme, to implement the development. This innovative vehicle enables us to invest our land interest in return for a long-term income stream and to use Enterprise Zone funding for the infrastructure works, which will unlock the site. The GBSLEP has approved a £61 million investment.

Following the CPO enquiry and confirmation order, the general vesting declaration was carried-out by Council officers. This allowed the Council to grant a 250 head lease to PCLP in January 2015, to allow site preparation, demolition and construction activities to commence.

Following the grant of the outline planning consent in February 2013, planning consent for the first two buildings on the site along with the major enhancement of public space in Chamberlain Square was secured in September 2015. These first two buildings will be known as One and Two Chamberlain Square, both world-class office buildings comprising seven storeys each. Work on these is due to commence mid-2016 following completion of the first phase of demolition and will bring over 350,000 sq ft of speculative office development to the market.

Site preparation works have been taking place throughout 2015 and the first phase of demolition started in December, to include the old Central Library and Paradise Forum. This is a key milestone for the project and which will make way for the development of One and Two Chamberlain Square.

Off-site works are also progressing well and traffic has now been re-routed to the new road layout around Paradise. This has facilitated the demolition of the buildings on the Paradise site and enables the pedestrianisation of the area, as part of the scheme.

New Street Station & Grand Central

Birmingham's New Street station officially reopened on 20th September, after a £600 million redevelopment. The revamp includes a new concourse for passengers and an atrium, allowing natural light into the interior, for the first time since the city centre station was redeveloped in the 1960s. New escalators and lifts have also been installed on platforms, with the Station's refurbishment, as part of the larger Grand Central shopping centre development.

The opening of Grand Central Birmingham followed on 24th September, which saw the introduction of the largest John Lewis store, outside London, at circa 250,000 sq/ft. This is complemented with an additional 66 shops, to include a

mixture of established high-end retailers, food courts, all linked with the modern, refurbished train station. Securing John Lewis, as the anchor tenant, for the shopping centre is estimated to bring £100 million worth of investment to Birmingham, creating up to 1,000 new jobs, including 650 at the department store, and attracting visitors to the City Centre.

Officers from the Council have worked alongside Network Rail, to delivering the construction programme, securing retail lettings, improving the surrounding public realm and delivering commercialisation opportunities to help deliver a world class transport and retail location.

The development of Grand Central has also been a catalyst for job creation, providing over 1,000 jobs in a variety of vocations. A significant number of the jobs have been taken up by local people. This is as a result of the hard work and combined effort of the Birmingham Growth Alliance Partnership, which involved the Council coordinating a partnership approach with local colleges, universities, training providers and retailers.

As planned, the Councils intention to dispose of the head leasehold interest on the open market, in order to reduce the capital impact on the project. This was marketed for sale, well in advance of centre opening and there was a high level of interest received and the transaction is expected to be completed imminently.

Eastside

Birmingham City University (BCU) has opened Phase 2 of their campus at Eastside Locks and is planning to start work on Phase 3 soon. Work has also started on site to deliver the new Conservatoire for BCU, to open in September 2017.

Goodman are well on their way to delivering new office buildings and are working on providing the appropriate infrastructure to create new public squares and serviced plots to accelerate development at Eastside. Plans are advanced to bring the derelict former Co-Op Building back into use and it is anticipated that work will commence on the building by the middle of 2016.

Arena Central

Work has commenced at Arena Central with the demolition of the former ITV studios and the House of Sport, to prepare the site for development. Work has commenced on the delivery of the new building to house the new regional Headquarters for the HSBC bank front Broad Street, and a new sister hotel to the Crown Plaza has also commenced and will be completed within the next 18 months. Both these schemes will bring new jobs into the City.

Birmingham Science Park - Aston

Unite the Union will commence construction of its new regional headquarters, national conference centre, hotel and UNITY bank in February at the Science Park, Aston.

The site for the New College for High Speed Rail at the Science Park has been delivered to contractors to commence the demolition of the existing building on the site and construction of the new facility that is due to get planning approval in February 2016.

The Council, working with the Consulate of Pakistan, have successfully relocated the facility into modern offices at the Wharf from which a much more efficient service is provided to the wider midland's region, including Wales that has greatly enhanced the reputation of the City.

3.3.9 Regeneration

Implementation of key proposals within the **Aston, Lozells and Newtown Area Action Plan** are being progressed. These include: the Advanced Manufacturing Hub, (see Economic Zones above); the BMHT programme at both Newtown and Birchfield Gateway; the conclusion of transportation options within Perry Barr District Centre, to inform the master plan being prepared for the Centre in conjunction with the key land owners of major sites, (such as BCU's Teaching Campus, the Gyratory); as well as, marketing of a number of development opportunities within the Area Action Plan boundary.

Newtown Housing, Phases 3 and 4 of Area 1, (totalling 168 properties), is underway, with 32 properties of phases 3 and 4 built to date. Birchfield Gateway Housing Development, Phase 1, (totalling 111 properties), is on site and is due for completion in September 2016. Proposals for Phase 2 are being developed, with planning application expected in 2016/17.

The **Longbridge Area Action Plan** continues to drive the delivery of a sustainable and accessible new community, providing a new town centre, green space, housing, local facilities, employment and a Regional Investment Site. Some 2,750 jobs have been created to date, in addition to 750 construction jobs. In 2015, the second phase of the new district centre opened, including the 150,000 sq ft Marks and Spencer flagship store and a range of medium-sized retail units. The centre has become an attractive and lively destination for residents, workers and students, bringing a significant boost to the community, creating jobs and restoring confidence in the local economy.

Over 130 homes have been completed on Lickey Road, (including Affordable Housing to rent and buy), and the new Construction College for Bournville College, (built to BREEAM Excellent standard), opened in 2015. A new ExtraCare Retirement Village is under construction. The project is the result of a partnership to improve housing choice for older people. Longbridge Village is one of five retirement villages in Birmingham; opening in 2017 and

accommodating up to 350 older people. Construction will also start in spring on new accommodation for medical staff working with injured military personnel at the Royal Centre for Defence Medicine Birmingham.

A range of complementary initiatives has been undertaken, including: a new Children's Playground in Cofton Park; the new Austin Park in the district centre; and the £770,000 Public Realm Scheme, on Longbridge Lane. All of these are making significant visual and functional improvements to the area. A two year Public Art and Community Engagement Project is currently underway. Funding has been allocated for a new sports changing facility at Cofton Park, to compliment the recent improvements to the sport pitches.

As part of the Growth Deal, the GBSLEP and government agreed to invest in the Longbridge Connectivity Scheme, as one of the joint priorities. The Local Growth Fund will provide £6 million match-funding, towards the £10 million transport scheme, which will enhance the local rail and bus infrastructure and make improvements to highways in and around Longbridge.

The **Greater Icknield Masterplan** provides development guidance for the creation of a new sustainable Urban Neighbourhood to the immediate west of the City Centre. It has the potential to deliver 3,000 new homes, as well as, 1,000 new jobs.

The draft Masterplan has now been the subject of public consultation and has been updated to take account of comments received. It will be formally adopted during the final quarter of this year. The draft framework has already guided proposals at Icknield Port Loop and Soho Loop. The latter involves delivery of over 500 homes

At Icknield Port Loop, the intention is to deliver the scheme comprising up to 1,150 homes through a Limited Liability Partnership between the Council and the Canal River Trust, who have now also acquired the Homes and Communities Agency's interest in the area. A preferred delivery partner has been selected and it is now intended that the Council and the Canal River Trust will expand the work with the selected private sector partner. This will enable the introduction of equity, working capital and expertise from the private sector, to fund site preparation works and infrastructure for the implementation of the scheme.

The **Bordesley Park Area Action Plan** will provide a land-use development framework for the area to the east of the city centre, including Alum Rock, Saltley, Bordesley Green, Bordesley and Small Heath. It particularly focuses on opportunities for transformational change and regeneration benefit for local communities. The Area Action Plan (AAP) will be submitted to the Secretary Of State and Examination in Public, before its adoption by the City Council.

The Wheels site contained within the Bordesley Park AAP, has the potential to be a major employment site, with capacity to accommodate 1.1m square foot of industrial and employment space and a potential to create some 3,000 new jobs. The Wheels site is also part of a programme of projects, both

employment and housing-led that is being progressed through the City Deal 'Public Assets Accelerator', which was established last year. This reinvests the Homes & Communities Agency receipts from the former Advantage West Midlands assets. Submission of the AAP will now be dependent on the outcome of the Birmingham Development Plan Inquiry and receipt of the Inspector's Report. Atkins and Savills have been commissioned to carry-out a viability study for the remediation of the Wheels site. The study will conclude in early 2016, following which, the AAP can be updated and submitted for approval.

The **Snowhill Masterplan** offers the potential to extend the Central Business District and create a new urban quarter, using the examples of fine Victorian architecture the area contains. The draft Masterplan provides a vision and proposals that will lead to 25,000 jobs within the area.

The draft Snow Hill Masterplan has now been subject to public consultation and all comments received have been carefully considered and the Masterplan updated. The Masterplan was formally adopted by Cabinet on 20th October. We are already seeing positive activity with respect to many developments within the Snow Hill area, including: the Grand Hotel, 55 Colmore Row, 2 Cornwall Street and the demolition of the NatWest Tower. With regards to infrastructure and public realm, design work for Snow Hill Square is proceeding well, in parallel with gaining the necessary agreements from stakeholders, and start on site is expected during 2017. A package of wider improvements to public realm within the Masterplan area will be developed and designed during 2016, with phased implementation to follow over the period 2017-2019. In the interim, some improvements will also be delivered through S106/S278 agreements, as is the case in the vicinity of Lloyd House.

3.4 TRANSPORT AND HIGHWAYS

3.4.1 Birmingham Connected

Birmingham Connected continues to deliver with further work being developed on the **City Centre Transport Masterplan**. Further feasibility has been undertaken in collaboration with Centro, to look at specific requirements to manage congestion, improve public transport and walking and cycle routes, which is consistent with public realm and further developments occurring. It is also picking up on city centre parking both on and off-street and looking at specific issues around commuter parking, parking levels in new developments and future demands, as the city is transformed. This is due for consultation in 2016, with a programme for delivery being designed around this.

The draft **Road Safety Strategy** was also published for consultation in 2015. Responses are currently being considered in order to update the strategy for final approval and a further delivery programme of road safety measures in terms of infrastructure and education is being developed. This includes approval for a trial of new technology speed cameras in key accident spots in the City currently being implemented.

A number of **key infrastructure projects** are being delivered which is supporting the growth of the city. The Capital programme has enabled continuous delivery of projects and the city is busy delivering projects which are at various stages development. This includes works on the ring road at Bordesley Circus and Curzon Circle, with further designs being brought forward to improve Ashted Circus.

Alongside these works, the **scheme to signalise Five Ways** was completed in the summer of 2015. This is a complimentary scheme for the metro extension to Centenary Square however was completed early in order to assist with traffic management for major development at Paradise Circus and major events which took place in September 2015.

Progress has also been made on bringing forward the **Local Growth Funded schemes** at Longbridge, Selly Oak, Stechford, Tyseley, with a number of full business cases being agreed and works due to start in 2016.

Works at **Chester Road** are nearing completion with some minor final finishing off works due to be completed early February. This has supported the expansion of Jaguar Land Rover with access to the M6 and their logistics and supply chains whilst improving the local access to Castle Vale and retail areas. The scheme has faced some challenges and delays due to unknown factors at the time of starting construction. The City Council together with the contractor has worked hard to resolve these and complete this scheme, as quickly as possible.

Work in **Acocks Green Centre** was completed in 2015, which has transformed the pavements, parking, public transport access and cycling facilities within this local centre together with improvements to the overall public realm.

The Council continues to co-ordinate the traffic changes around **Paradise Circus** which is a £500 million development, creating up to 40,000 jobs, when completed. Traffic changes have been managed carefully, in order to minimise the impact to the travelling public, but also to enable the complicated development, which will transform this location, to proceed.

A **Green Travel District** has been set up in Selly Oak with partners including the Queen Elizabeth hospital, the Women's hospital, the University of Birmingham. This is a partnership specifically looking at how the number of trips to this area can be reduced or switched to more sustainable modes. There are planned improvements to University Station as well as development of proposals to mitigate for traffic and parking in surrounding residential streets. This will be used for the template for setting up further green travel districts in other locations across the city.

To support the wider aims and aspirations of Birmingham Connected, a high level **Communications Strategy** has been developed to cover engagement with citizens, stakeholders, businesses, the travelling public and support

behavioural change. This has been put into action to assist with the management of delivery of projects including Paradise and other major road infrastructure changes, as well as, advice during the major events, including the Rugby World cup, in September. The Communication Plan assisted with a successful events weekend with over 500,000 visiting the city during that period, but with fewer than usual car trips.

4.4.2 HS2 Connectivity Project

The City Council continues to strongly support the **High Speed 2 Connectivity Project**, with HS2 Ltd, regional and City Region partners. Work has continued in developing the City Council's position on various matters relating to transport including the construction impact, mitigations, and the development of a HS2 connectivity package. The draft devolution deal published just ahead of the Chancellors autumn statement provides significant funding for this package. This includes improvements to rail lines, including camp hill chords, the introduction of further sprint corridors and an east west extension to the tram which will connect to the new HS2 station at Solihull interchange site. Work is continuing to bring these projects forward to ensure that the city as a whole is connected to the HS2 stations; and that employment opportunities that will be created at these sites will be accessible to residents of Birmingham with an improved public transport offer.

The **Curzon Street HS2 Station Master-plan** has been completed with the draft **development framework for Washwood Heath** progressed to an advanced stage. As part of development of the GBSLEP HS2 Growth Strategy, we are working with HS2 Ltd to develop the design of both West Midlands HS2 stations and other aspects of the HS2 route proposals, including integrating these with the surrounding land-use and transport strategies.

4.4.3 Road Safety

In Birmingham there has been a 35 % fall in road casualties over the past ten years. To ensure progress on this positive trend continues and to support the wider objectives of Birmingham Connected, a new **Road Safety Strategy** is being developed. The Strategy sets-out how the Council will tackle road safety, under the themes of: Safer Roads (making the physical environment safer); Safer People (promoting and educating people about how to use the roads safely); and Safer Vehicles (ensuring that the vehicles using the roads are as safe as possible e.g. through design etc.). It also forecasts a 40% reduction by 2020, in the number of people being killed or seriously injured in road accidents in the City.

The draft strategy was developed in partnership with the Royal Society for the Prevention of Accidents. **Consultation** on the draft took place between July and November, and 224 responses were received from a range of organisations and individuals. Further work is now ongoing to take on board the feedback received.

A new Birmingham **Road Safety Partnership**, chaired by my colleague, the Cabinet Member for Inclusion and Community Safety, has been set-up. Work with the partners, including WM Police, WM Fire Service, Centro and private and third sector organisations, is underway to better align the Council's Road Safety Strategy Action Plan with the work they do.

4.4.4 20 MPH Speed Limits

Further to city-wide public consultation on the principle of 20mph speed limits in 2013, the Council has adopted a policy position in their favour. Before embarking on city-wide implementation, it was decided that an initial scheme should be implemented to develop the Birmingham approach further and seek to learn lessons. The area for the initial scheme was identified through a number of factors, including levels of support from the public consultation and an objective assessment of road safety data, with a particular focus on pedestrian, cycling and child casualties.

The initial scheme will cover the entire city centre within the ring road, plus areas to the immediate east and south of the city centre – including all or part of the wards of Aston, Bordesley Green, Brandwood, Hodge Hill, Ladywood, Moseley and Kings Heath, Nechells, Sparkbrook, Springfield, South Yardley, and Washwood Heath. Detailed local consultation on which roads to include, plus statutory consultation on the traffic regulation order is now complete and implementation is commencing, with signs and lines being installed from January. The speed limits will come into effect once the works in a particular area is complete, and we anticipate this to be in March for the first areas. Further funding has now been released to extend the initial area to the west, including the wards of Bournville, Edgbaston, Harborne and Selly Oak. A detailed local consultation, on which roads to include, will be undertaken during 2016.

Speed limits are should not be seen in isolation, as a road safety solution. They are just one component of a package of measures to change the attitude of drivers towards residential roads. To this end, a supporting programme is in development, working with local schools, businesses and communities to enable and support them in delivering their own activities and campaigns. The local behaviour change campaigns are supported by strategic communications including web, social media and press coverage to raise awareness.

We are working with West Midlands Police to develop a data-led approach to enforcement in locations where compliance is poor. Whilst there could be formal speed enforcement, this would be a targeted approach and would need to align with local policing and community priorities.

4.4.5 Birmingham Cycle Revolution

The Birmingham Cycle Revolution (BCR) programme sets out a clear, target-driven strategy for improving cycling, in particular the provision of new infrastructure, both in the short-term, and over longer term horizons to 2023

and 2033. Following receipt of initial Cycle City Ambition Grant funding in 2013 to deliver Phase 1 of the BCR programme, we have since secured further monies from a second round of Cycle City Ambition Grant together with Local Growth fund monies from the GBSLEP bringing the total available investment for cycling to around £62 million.

Significant elements of the Phase 1 programme have now been substantially completed, particularly off-road schemes where cycling improvements have been made to over 40km of canal towpaths, as well as, new and upgraded Green Routes in parks and public open space areas, totalling some 30km.

Works are also well advanced on delivering the package of highway cycle improvements contained within the BCR1 programme. The first two pilot 20mph areas in the east and south-east of the city, (A2 and A3 respectively), have commenced on site and are due to be completed by the end of March. A further pilot area (A1) within the Inner Ring Road is due to commence shortly with completion anticipated by mid-2016. Phase 1 Main Corridor routes are also due to be delivered in the timescales identified in the table below:

Corridor	Start Construction	End Construction
Bristol Street	Jan-16	Mar-16
Lichfield Road: Phase 1	Jan-16	Mar-16
Lichfield Road: Phase 2	Apr-16	Sept-16
A47 Nechells Parkway: Phase 1	Jan-16	Mar-16
A47 Nechells Parkway: Phase 2	Apr-16	Sept-16
Alcester Road	Apr-16	Sept-16
Soho Road	Apr-16	Sept-16

In addition to the provision of new and refurbished cycle routes, BCR1 has also delivered a number of Supporting Measures including the provision of nearly 4,000 bikes to people in the most disadvantaged communities in the city, either through bike giveaways, long term loans or via community groups. Further Supporting Measures have included the introduction of a 'Brompton Dock' cycle hire scheme at key locations within the City Centre, as well as, Private Cycle Parking Grants (Top Cycle Locations) to over 50 schools and businesses.

Work is also continuing apace on delivering the next phases of the BCR programme using Cycle City Ambition Grant 2 and Local Growth Fund monies. This includes further expansion of the Highway, Canal and Green Route Corridor network, as well as, additional Supporting Measures, including Big Birmingham Bikes. Delivery of these further phases (BCR2 & 3) will take place between now and 2020, producing a comprehensive network of cycle routes across the entire Birmingham conurbation in line with the aspirations of Birmingham Connected.

4.4.6 West Midlands Rail Franchise

West Midlands Rail Partner Authorities, including Birmingham City Council, have been developing a proposal for increasing local involvement and influence over local rail services, in line with policy on devolution and evidenced by the benefits experienced elsewhere from local control of rail services. This will cover, as a minimum, the services currently operated by London Midland.

In November Cabinet approved the governance arrangements for development and oversight of West Midlands Rail (WMR) Ltd, and for the City Council to join WMR Ltd as a Member. Following agreement of all Partner Authorities WMR Ltd was formally established in December 2015. The Board of WMR Ltd are responsible for determining the strategic direction for the specification of the West Midlands rail franchise.

In December a public consultation undertaken jointly by the Department for Transport and WMR commenced, regarding the specification of the franchise, (including fares and ticketing, disabled access and the staffing of stations). This consultation is open until 22nd March 2016 and a Council response is being prepared, following consultation with Members.

Work is being undertaken to prepare for a formal Partnership Agreement with the DfT that will set-out the rights and obligations of WMR Ltd in relation to the award of the new rail franchise. This will be the subject of a report to Cabinet in Summer 2016. The new rail franchise is due to commence operation in October 2017.

4.4.7 Birmingham Airport

In China, Birmingham Airport is being presented as 'Shakespeare's Airport' to promote business and tourist links between the two countries. The Airport is supporting this with the introduction of two flights every week to Beijing, operated by Hainan Airlines during the Summer months, (July - August).

Icelandair have launched a new route between Birmingham and Reykjavik, and they have painted a Boeing 757, as the Aurora, in honour of this.

A change which took place in September is the two new flight route links between Birmingham, Budapest, and Warsaw. Due to the rapidly growing economic environment, investors from Eastern Europe are targeting the city.

4.4.8 Transport Projects

Transportation and Highways Capital Funding Strategy

The Transportation and Highways Capital Funding Strategy has previously been updated to cover a **rolling three-year period**, to accord with producing the Capital Expenditure Programme. In the context of longer-term funding programmes, such as the Local Growth Fund, and the need arising from the

Kerslake report for the Council to produce a long-term financial strategy this has now been **increased to a six-year rolling period**. The Capital Funding Strategy has also been aligned with the Council's proposed Capital Expenditure Programme for 2016/17 to 2018/19 to ensure consistency with the Business Plan and Budget 2016+.

The Transportation and Highways Capital Funding Strategy for the period 2015/16 to 2020/21 has a total estimated capital cost of **£253.916 million** and allocates **£30.954 million** of new Integrated Transport Block capital funding. The firm allocations for 2015/16 and 2016/17, and provisional allocations for 2017/18 to 2020/21, support a range of projects and programmes that contribute towards achieving the Council's key policies and priorities.

Contractors Frameworks

We now have in place two Framework Contracts to assist with delivery of the Capital Programme. The Highways and Infrastructure Works Framework began in October 2014 and runs until September 2018. The West Midlands Transportation Professional Services Framework began in October 2015 and runs until September 2019. Both frameworks are accessible to all the West Midlands authorities.

Selly Oak New Road

In the Final phase of the Selly Oak New Road, at Selly Oak Triangle, the Council has now agreed in principle with the developer for the Birmingham Battery Site (Harvest 2 Selly Oak Ltd) to a delivery strategy for completion. The extant Section 106 Agreement is to be changed to reflect the new delivery strategy. Construction is scheduled to commence in spring 2018 after the opening of the new Sainsbury's store.

On completion of the Selly Oak New Road, (estimated to be during 2018/19), a scheme to downgrade the Bristol Road through Selly Oak Shopping Centre is to be implemented. This scheme aims to regenerate the local centre and provide sustainable transport measures. These works are to be implemented in two phases; the first phase was completed in 2014/15, as part of the Local Sustainable Transport Fund works programme. The second phase of works, which includes carriageway narrowing and a 20mph zone, will follow the completion of the Selly Oak New Road.

Local Sustainable Transport Fund

The Local Sustainable Transport Fund (LSTF) infrastructure works on the Warwick Road, Pershore Road and Bristol Road corridors are now complete apart from tree planting on the Acocks Green Local Centre project. The tree planting works are programmed for February and March 2016.

Pinch Points Programme

The £14 million Pinch Points Programme is delivering improvements on the Ring Road. The City's Ring Road plays a vital role in providing access to the city centre, with improvements required to reduce congestion and accommodate key developments, as part of the Enterprise Zone. A package of improvements are being taken forward at Holloway Circus, Ashted Circus, Curzon Circle, Bordesley Circus and Haden Circus, to enable growth in the Westside area, Digbeth, Eastside and support the developments in Southside, and at Grand Central.

- **Bordesley Circus and Curzon Circle** – are currently under construction and are due to be complete by the end of February.
- **Haden Circus** – is currently under construction and due to be completed by the end of April.
- **Ashted Circus** – is currently out to tender, with tenders due back by the end of February. A Design & Build Contractor is expected to be appointed during Spring 2016, allowing approximately 6 months to complete the detailed design. The 12 month construction programme should start by the end of the year.
- **Holloway Circus** – advanced utility diversion works are currently ongoing. The commencement of the main Holloway Circus scheme is dependent on other ongoing works, including Paradise Circus. Construction of the remaining civils works should commence this Autumn.

4.4.9 Midland Metro Extension

Metro Birmingham City Centre Extension is now operating to the Bull Street tram stop (December 2015) following an opening ceremony with HM The Queen. Works continue to complete the operation of trams to Stephenson Street, and we are working with Centro and their contractor to rectify any issues and confirm a programme for completion. The estimated finish is Spring 2016.

Centro's consultant is still finalising the detailed design for the **Centenary Square Metro Extension** route. The delay is due to the coordination with Arena Central developments and the Centenary Square public realm proposals. Furthermore, obtaining provisional funding approval for the further extension, to Five Ways, is affecting the programming considerations for the tie-in section at Bridge Street. Infrastructure Projects are now expecting to complete Technical Approval by end of March 2016. Centro are still awaiting Transport & Works Act Public Inquiry outcome from the Secretary of State. However, Centro are within a new Framework tender process and are interviewing tenderers (both consultants and contractors) currently. Works are estimated to start by Autumn 2016 and to finish at end of 2018.

Centro have been reviewing the original TWA alignment for the final stretch of the **Metro Edgbaston Extension** up to Five Ways. Council Officers have been reviewing the changes to the area, over the last 10 years, and are working with Centro to update the strategy for this street running section. The next stage is to agree the revisions and seek informal feedback from local stakeholders (e.g. the BID). Centro are working with the DfT to obtain an early Full Business Case approval that would confirm their budgets and allow works to follow on from the Centenary Square construction programme. The estimated start is at the end of 2018, with completion in 2021.

Centro have consulted on options for the **Metro HS2 link** from Bull Street to Digbeth, via the proposed HS2 Station, on Moor Street Queensway. Proposals are being developed, by Centro, in consultation with the City Council.

Sprint

Sprint will essentially be 'Metro's little sister'. This innovative mode of transport seeks to offer a 'turn-up-and-go' timetable with journey times and comfort levels that are based on those of light rail systems (trams) while maximising the flexibility and lower costs associated with bus technology. At Stop waiting facilities will be of a high-quality design with step-free, easy access, similar to Metro.

Included in the 'Towards a World Class Integrated Transport Network' Prospectus and 'Birmingham Connected', Sprint is part of the vision for the future of a network of world class public transport in the West Midlands. The Quinton route will form the region's first Sprint route and will cost £12 Million.

4.4.10 Travel Planning

Progress has been made on the development of the **City Centre Transport Strategy**. A workshop with key stakeholders was undertaken in August. Collaboration with Centro and the BIDs has begun to define the transport priorities in the city centre and the implementation plan for the next 15 years. As part of the development of the City Centre Transport Plan, a review of public and private car parking supply, both on and off-street in the city centre (bounded by the Middle Ring Road) is currently being undertaken. The review will enable updates to the Car Parking Guidelines Supplementary Planning Document to be identified.

Staff have continued to deal with **Travel Plans** that are submitted, as part of a planning application, as well as, working on sustainable transport with the occupier. Fifteen new travel plans have been approved and businesses continue to affiliate to Company Travelwise. Company Travelwise is in the process of being rebranded as the Birmingham Connected Business Network. New Planning Guidance for Travel Plans is currently being developed, which will ensure that monitoring arrangements are in place to provide evidence of the impact of sustainable travel activities.

For schools we have adopted 'ModeShift Stars' which is an online tool, which allows schools to develop and monitor **School Travel Action Plans**. This essentially replaces the old school travel plans process, which whilst worthwhile, in terms of impact, was extremely resource intensive. The online system allows schools to collect travel to school data, create an action plan and gain a level of national accreditation, (bronze, silver and gold levels according to level of commitment to safer and sustainable travel). So far thirty schools have signed up to Modeshift, and a targeted programme to engage and train schools to use the toolkit is in development and due to commence in April 2016 with the ultimate aim of all schools signed up by March 2018. Further local targets will be developed to support schools in reaching the different levels of accreditation.

A range of **activities and campaigns** have been delivered in schools, including: Bikeability Training, 'Walk Once Per Week', Road Safety Training and School Keep Clear Education and Enforcement. Going forward we are developing toolkits to enable schools to deliver many of these activities and campaigns themselves, with support from us, but moving from direct delivery.

As part of Birmingham Cycle Revolution programme, the **Top Cycle Location (TCL)** initiative has been developed to help organisations citywide to meet the growing interest in cycling and demand for related facilities. Under the TCL scheme, the Council works with employers to identify cycle training requirements, including basic maintenance; as well as, identifying the need for on-site cycle infrastructure, such as, parking, signage, showers and lockers for which grants are provided as part of the BCR programme. Working in partnership with Centro and Sustrans, we have so far awarded grants to 22 educational establishments, and 24 businesses.

After the successful **installation of facilities at businesses and schools**, to the value of £300,000, as part of the first phase of BCR, a further £76,000 has been allocated to TCL through Phase 2, with up to £500,000 to follow in a third phase. The new cash injection will build on progress made on the project since 2013, by extending the focus beyond the initial BCR area, of a 20 minute cycling time from the City Centre. The subsequent phases of the project will be launched in the coming months. All educational establishments and large businesses within Birmingham will be invited to apply.

4.4.11 Green Travel

Low Emission Vehicles Projects

Following the Council's success in securing £500,000 via Office for Low Emission Vehicles (OLEV) 'Low Carbon Vehicle Technology Fund' for the **Retrofitting of Diesel Hackney Carriage Taxis** to Liquefied Propane Gas, we are collaborated with industry experts and the taxi trade, to develop a Euro 6 solution, which meets the latest UK and EU emissions requirements for heavy diesel vehicles. This will be a first for the UK, and will provide a major contribution towards meeting our targets to reduce the city's carbon emissions

and improve air quality. The project is about to commence the roll-out of retrofitting the city's Licensed Hackney Cabs.

Work is underway with the Energy Savings Trust, as part of a national OLEV scheme, to develop the business case for an **'Electric Taxi-Only' charging infrastructure**. Following consultation with stakeholders, two specific sites in Birmingham have been identified as key locations to provide rapid charging (enabling taxis to fully charge within 20 minutes, or top up within 5 minutes). These will be New Street Station Ellis St Car Park and Tyseley Energy Park, off the A45, (as a key route to Birmingham Airport and the NEC). Other fast charging electric taxi charge points will also be installed at key points near busy taxi ranks in the city and on key arterial routes. A funding submission will be made to OLEV by the end of March, when a number of further funding opportunities will become available to support the take up of Ultra-Low Emission Vehicles.

The Council has successfully bid for OLEV funding under the **Ultra Low Emission Vehicles Readiness Scheme**. The scheme provides up to 6 leased vehicles for two years, for 25% of the cost. A major benefit of this scheme is that the charging infrastructure, (where cost has previously been a barrier), has been installed, also at 25% of the cost. The vehicles, due to be delivered in the next few weeks, are small vans and cars. Service areas benefitting from the scheme are Adult Care, Housing Estates Services, Parks and Nurseries and Environmental Services.

Green Travel District

The first Green Travel District Association has now been established in Selly Oak, with partners including the Queen Elizabeth Hospital, the Women's Hospital and the University of Birmingham. This is a partnership specifically looking at how the number of trips to this area can be reduced, or switched to more sustainable transport modes.

Car Clubs

Birmingham currently has 8 active designated car club locations in the city. These are currently operated by City Car Club. Co-wheels, who operate as a social enterprise, also have a number of vehicles available, particularly in the south of the city, but without designated car club parking bays. Work is underway to set-up a new procurement framework, to enable the Council to identify and delivery future car club sites across Birmingham.

'Walk To' Programme

Birmingham is one of five UK cities awarded the status of 'Walking city' by the Department of Health and Department for Transport. The 'Walk To' Programme is a one year project, which gives communities, schools and workplaces in Birmingham the opportunity to take part activities that will encourage more people to walk. The project is being delivered by Living Streets, the national charity that works to create safe, attractive and enjoyable

streets, in partnership with the City Council and it is funded from the Department for Transport.

To achieve the maximum impact, the project aims to work within areas with the lowest levels of walking, including schools that have an average walking rate of less than 50%. The project commenced on 1st April and will be delivered by two Project Coordinators, covering two areas in the North and South of the city. Each coordinator will work with 15 Primary Schools, 3 secondary schools, 5 businesses and 5 community groups, to encourage more walking. A total of 10 community street audits will be carried-out to identify barriers to walking within local areas. The project uses various engagement tools and activities, such as: enabling schools to be part of Living Streets' national Walk to School project; online walking challenges; and 'Walk Doctor' events within workplaces; as well as direct face-to-face activities like led walks and walking pledges with communities.

In parallel, the Walkable Birmingham Group works with partners to champion the walking agenda in the city and ensure Birmingham becomes a 'Walkable City'. The group is developing programmes of activities to increase levels of walking and take forward a programme of works, to improve the facilities and infrastructure for pedestrians.

Street Scene

Sites which could offer a better street scene at local level and also an improved strategic highway network through de-cluttering proposals have been selected as part of the **De-cluttering Project**. Highest priority has been assigned to select those sites which offered long-term savings, through either reduced or nil maintenance cost. Therefore, this project contained complete removal of over 400m of trip railing and guard railing, giving reduced maintenance costs of approx. £2,700 per annum.

4.4.12 Highways

We continue to ensure the effective management of traffic on the City's highway network and have coped with the pressures of development. Through a variety of measures, practices and process we have ensured that the extent and incidences of traffic congestion are minimised, thereby reducing traffic delay and the associated vehicle emissions. Major aspects are described below:

- To assist our statutory duty to provide **Street works co-ordination** we have commenced the process of implementing a Street-works Permit Scheme. This facility will give us greater control over the duration of road works and assist in improving the quality of the works undertaken by service utilities when digging up our streets. The business case required by legislation is currently being developed and it is hoped we will have an operational Permit Scheme in place by the end of 2016.

- Through the provision of **Traffic Management advice and statutory approvals**, we have supported the implementation and continuing construction of major developments and highway works, including the Metro Extension, Birmingham Gateway and Paradise Circus.
- We continue to provide a key service for **Road Safety** through work with the Police and Coroners Service, regarding the investigation and assessment of fatal accidents. Through this work we seek to reduce the number of people who are killed on Birmingham's roads each year.
- We are currently developing a new **Road Safety Strategy**, which looks at how we can make Birmingham's roads safer and feel safer for walking and cycling.
- Improvements to highway safety are made to safeguard our children, through the ongoing programme of **Safer Routes to School Initiatives**.
- A service review has been carried-out to improve the delivery and customer satisfaction with **Dropped footway crossings**. The service has moved to a web-based application system and all correspondence is undertaken electronically, which has significantly reduced the amount of paper correspondence. This has also speeded up quotation times from several weeks to an average of 6 days from application to site inspection and quotation.

The delivery of the **Highway Maintenance & Management Service (HMMS)** is measured against over 700 performance indicators contained within the output specification, which encompass all aspects of the service. The output specification defines what is required, and how this is achieved and delivered by the HMMS Service Provider, Amey, through robust processes, innovation and resource planning, management and utilisation.

Payments are related to Amey achieving specified performance targets, in addition to making prescribed **improvements to the highways network**, which are measured at six-monthly intervals. Amey has met nine core investment milestones, (out of a total of 10 by 2015), subject to audit. The following has also been achieved in 2015:

- 4,488 potholes identified and repaired since January 2015;
- 49,05 million m² of footway sprayed for weeds and vegetation growth;
- 16,718 pieces of correspondence from members of the public handled in 2015;
- 3,148 Councillor enquiries answered in 2015;
- During the winter 2014/15 season, 59 gritting runs were undertaken, treating 67,260 km (41,793 miles) of highway, using 6,635 tonnes of salt
- Almost 2,600 grit bins were filled and replenished around the city;
- Some 12,661 highway emergency incidents were attended and addressed.

The investment in the highway infrastructure includes modern **Energy Efficient Street Lighting** that is considerably more energy efficient, forming a key part of contributing to the Council's commitments to reduce our Carbon Footprint. About half of the Council's Street Lighting stock has now been replaced, currently totalling some 44,000 streetlight upgrades. Through the Street Lighting Replacement Programme, energy consumption will reduce by 18.5MWh (31%) at the end of 2015, with a reduction of between 24.3MWh (41%) and 35MWh (60%) across the full term of the Highways contract.

By the end of 2015, an annual **CO2 saving** of 5,171 tonnes will have been achieved. Lighting replacement in residential streets is with state-of-the-art Light Emitting Diode (LED) technology. This contributes to up to 60% energy saving, compared to traditional light sources. This combined with the introduction of LED technology for traffic signals, signs and bollards, now provides an approximate reduction of carbon emissions by 1,700t per year. Including the energy savings and reduced maintenance costs, the expected lifetime savings of this technology is in excess of £100 million over 25 years.

Highways and Amey continue to work together to improve the **local highway services**. The Highways Stewards and District Engineers that deliver the local highways services meet regularly and add value to the Street Scene co-ordination process. Collaborative working with officers from other services, leads to a more 'joined up' service. The core Highways Service continue to liaise with the District and Amey highway teams to ensure that the local service and the city-wide service are supporting the broader street scene delivery objectives.

Amey carried-out 8,762 **tree maintenance** (pruning) operations in the 2014/15 contract year, with an additional 6,000 reactive pruning operations and 18,000 basal growth removals. Over 1,200 replacement trees have been planted to replace dead, diseased or dying trees in accordance with the BCC Tree Management Policy.

The structures team has delivered challenging work on **Bridge Repairs**, including the Thimble Mill Lane Bridge reconstruction and sensitive repairs to the 16th century Water Orton Bridge, a monument of Historical Interest, following a road traffic collision. The team continues to work towards the reopening of Aston Road Bridge following a second vehicle strike and planning for substantial works to Small Heath Bridge due to start in early 2016.

Amey continues to deliver against **43 Birmingham Charter for Social Responsibility commitments**. Six new apprentices have been recruited this year, bringing the total to 44 employed. 160 new jobs have been created in partnership with the Council's Employment Action Team. Currently, 74.2% of employees live within 30 miles of the city centre. Over 60 people have completed work experience placements through Amey's links with the Princes Trust TEAM initiative and through other local community and education

groups. The company has also spent over £200,000 with social enterprises, since February 2014.

We continue to work closely with partners on flood risk management to identify opportunities to obtain investment into schemes to benefit communities at risk. We currently have 10 schemes in the government's medium-term programme, which range from completed this year to in the programme for years 2021+. The **Surface Water Management Plan** for Birmingham provides an evidence base for bidding for funds and for the prioritisation of works at a local level however national grant funding is dependent upon prioritisation of schemes at a national level.

A major Flood Risk Management initiative in 2015 was the **Public Information and Consultation Event** held in the Council House. People were able to see information and question partners from the Environment Agency, Severn Trent and the Birmingham and Black Country Wildlife Trust. Information available at partners' stands covered everything from: maintenance to strategic planning; and from what partner organisations can do, to what people can do to make themselves more flood resilient. I took the opportunity of this event to launch the **Local Flood Risk Management Strategy** consultation, which runs to February. The event was judged a great success by both delegates and visitors.

A significant change in 2015 relates to **Sustainable Drainage**. In December 2014, the government issued guidance making 'Lead Local Flood Authorities', (which includes Birmingham City Council), statutory consultees for the drainage proposals on major developments. The new duty commenced in April 2015. We have produced detailed guidance for developers in order to encourage the best possible roll-out of sustainable drainage principles in Birmingham. To date, we have dealt with nearly 200 applications together with pre-application advice and general communications in rolling out this new duty. This will be covered in more detail in a separate report to your Committee.

4.5 REGIONAL ECONOMIC CAPITAL

4.5.1 Growth Deal

Significant progress has been made in implementing the **Growth Deal** and the GBSLEP is on track to spend its full allocation of £47.3 million in 2015/16. The LEP submitted its Strategic Economic Plan to the government in March 2014. The Plan formed the basis of a negotiation, which secured a £379 million Growth Deal for the area.

The business cases for a number of **Birmingham projects** have been approved, including: Wholesale Markets Relocation, Battery Way Extension, Advanced Manufacturing Hub, Longbridge Connectivity, Birmingham Cycle Revolution Phase 2, Iron Lane, Sustainable Urban Extension Minworth, Unblocking Small Housing Sites and the A34 Corridor. In addition, there are other projects that will benefit the city, including: Midland Metro to Centenary

Square and Midland Metro Eastside Extension, (Development Fees). There are also projects to support the FE sector, which include: Food Technology Hub at University College Birmingham; and Motor Vehicle Training Centre, Meeting the Skills Needs of Local Businesses and Engineering Centre for Manufacturing Support at South and City College.

The Growth Deal also resulted in £2.5 million of revenue to support the development of the **HS2 Growth Strategy**, which was completed in April 2015 and has been endorsed by government, through the West Midlands Combined Authority's Devolution Deal; and also £625,000 for the **Growth Hub**. An indicative Growth Deal allocation of £49.18 million for the Local Growth Fund will be confirmed by the end of February 2016.

4.5.2 Sub-Regional Strategic Economic Plan

The GBSLEP has started a refresh of its **Strategic Economic Plan (SEP)**. This is required to reflect: the progress that has been made in delivering the original SEP; changes in the local economy and macro-economic developments, over the past two years; and further strategic work undertaken by the LEP, such as the HS2 Growth Strategy. The Refresh will enable the LEP to feed into the emerging West Midlands Combined Authority 'Super' SEP and also be prepared for any future calls for Local Growth Funding that the government may announce this year. It will also extend the current life of the SEP from 2020 to 2030. This will allow it to align with the Super SEP in terms of timescale and structure, as well as, providing a sufficiently long-term plan for the LEP's activities.

4.5.3 Growth Hub

The **GBSLEP Growth Hub**, launched in late summer 2015, now provides a single front door through which businesses can access a world class business support system. The Growth Hub contains:

- A large Knowledge Bank of business-related information, through an online interactive web-based portal;
- An extensive Customer Relationship Management System, enabling an array of business support partners to share basic company information and interactions;
- A business support function, which provides a dedicated help desk and a range of business advisors that can meet with local businesses; and
- A range of business support programmes relating to Advanced Manufacturing, (working with the Black Country and Coventry & Warwickshire LEPs), and to help mid-sized businesses and to support entrepreneurs.

The Growth Hub has already proved to be a success, having achieved a significant level of usage by local businesses, with over 1,000 businesses

having already used the help deck, or taken advantage of meeting with the business advisors. There have also been over 5,000 unique individuals accessing various parts of the online knowledge bank.

4.5.4 Growth Sectors

The City Council has played a key part in supporting the sectoral approach of the GBSLEP; focusing on sectors with key growth potential, such as Advanced Manufacturing, Creative and Digital Industries and Life Sciences.

The independent **Greater Birmingham Life Sciences Commission** initiated by LEP and chaired by Graham Silk reported its findings in July (the 'Silk report'). The report identifies Greater Birmingham's potential to become a magnet for global Life Sciences investment, on the back of: the accelerated clinical trials models, which have been developed in Birmingham; and the region's large, diverse, stable patient population. The report recommends action by local partners, with government and industry, to unlock the potential, including to: release public sector Intellectual Property; develop new financing models for translational activity; to develop integrated patient data systems; and develop an aligned educational offer.

4.5.5 Employment and Skills

Addressing the employment and skills challenges for the sub-region is a key focus for the GBSLEP and one in which the City Council is an important player. An example of the partnership approach to this challenging agenda has been through the **Work Coaches** initiative with the Department for Work and Pensions. The Treasury has agreed to fund 100 new work coaches for Birmingham and Solihull, to enable local people to access local jobs.

The LEP wants to encourage businesses to give advance warning of recruitment opportunities to the Department of Work and Pensions, to enable them to give **support to job seekers**, to help them fare better through the recruitment process. It has also been promoting the benefits of offering work experience opportunities; something which the City Council is making a significant contribution to. This initiative has had a tangible impact in supporting people into work.

4.5.6 Spatial Plan for Growth

The City Council has been leading work on the **Spatial Plan for Recovery and Growth** on behalf of the GBSLEP. The Spatial Plan for Growth will consider the long-term scale and distribution of growth across the area. The Framework is being prepared collaboratively between the Councils within the LEP area and other partners.

The final stages of the **Strategic Housing Needs Study** were published in September. The commissioning bodies for this work were the GBSLEP and the Association of Black Country Authorities. The estimated number of dwellings required between 2011 and 2031 for the combined Housing Market

Area is 207,040. Through the Strategic Housing Needs Study, local authorities estimate a likely capacity of 169,560, leaving a shortfall of 37,480. The local authorities in the Housing Market Area are working together to identifying spatial options for the distribution of growth, based on the Strategic Housing Needs Study findings. The outcome of this work will help inform the LEP Spatial Plan for Growth. An Environmental Study, a Strategic Employment Sites Study and a Sustainability Appraisal have been commissioned to support the development of the Spatial Plan.

5. CONCLUDING REMARKS

- 5.1 This is a summary of the wide range of work undertaken within my portfolio, relating to your Committee, during the last year. There is much more that could have been included, but I hope to be able to give more detail on specific projects when I address the Committee.
- 5.2 As previously, there are a number of shared responsibilities with other Cabinet colleagues, whose work has contributed to the outputs and outcomes achieved. I would particularly like to acknowledge the contributions made by: the Deputy Leader in relation to development issues; the Cabinet Members for Sustainability and Inclusion & Community Safety, in relation to transport matters; and the Cabinet Members for Skills, Learning & Culture and Commissioning, Contracts & Improvement, for their work on the wider economic agenda.
- 5.3 My thanks go to the Chair of Planning, for the work of his Committee and the Chair of the Economy, Skills & Sustainability Overview & Scrutiny Committee and her colleagues for their critical advice.
- 5.4 I would like to take this opportunity to acknowledge the debt of gratitude owed to the former Leader of the Council, Councillor Sir Albert Bore. I thank him for his personal guidance and support over many years, as well as, his significant contribution to the economic development of Birmingham, over three decades.
- 5.5 I also welcome the commitment of the new Leader of the Council, Councillor John Clancy, to the economic agenda for Birmingham. I thank him for the opportunity to continue to play a leading part in the ongoing development of this great city.
- 5.6 Finally and most importantly, I would like to acknowledge the continuing commitment made by staff of the City Council, particularly in the Economy and Place Directorates. In these exceptionally difficult times, and in the face of uncertainty and dwindling resources, they have ensured the delivery of the achievements of this portfolio, together with the positive economic and social outcomes for the benefit of the people of Birmingham.

Councillor Tahir Ali
Cabinet Member for Development, Transport & the Economy

February 2016

Flood Risk Management Annual Report

Report of the Flood Risk Manager, December 2015

1 Introduction

The Flood and Water Management Act 2010 (the Act) passed into law in June 2010 conveying new Duties to Land Drainage Authorities making Birmingham City Council a Lead Local Flood Authority. This report highlights progress in addressing these new statutory responsibilities and provides an update on other flood risk management (FRM) related issues.

2 Implementation of Flood and Water Management Act 2010

Since the Bill was enacted there has been a series of commencement and regulation orders. With the exception of the powers to change the categorisation of large raised reservoirs all of the substantive elements of the Act have now been commenced. Most significantly this year the Minister has commenced a new role for Lead Local Flood Authorities (LLFAs) in regard to sustainable drainage following Ministerial Guidance on 18 December 2014. With very short notice the new measures took effect in April 2015.

Following extensive and numerous consultations the Minister has determined (written statement HCWS161) that the commencement of the originally proposed Sustainable Drainage Approving Bodies is not an appropriate way forward. Under the new provisions, in considering planning applications, local planning authorities should consult the relevant LLFA on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of the ongoing planning conditions or planning obligations that there are clear arrangements in place for the ongoing maintenance over the lifetime of the development. The sustainable drainage system should be designed to ensure that the maintenance and operation requirements are economically proportionate.

Revised planning guidance has been produced and LLFAs are now statutory consultees for the drainage of developments falling within the new guidance.

The policy currently applies to developments of 10 homes or more and to major commercial development (this is being kept under review by Government).

3 Significant flood events in 2015

There have been no significant flood events in Birmingham in 2015. A significant flood being one that requires investigation to understand what the causes of the flood are and which flood risk management authorities have functions and powers in relation to the flooding mechanism. There have been no statutory investigations undertaken and, therefore, none published on the BCC web pages.

The UK however continues to be affected by more extreme weather events and as recently as December 2015 exceptional rainfall once again affected Cumbria in some cases causing flooding that overtopped flood defence that were constructed following previous floodings in the County. This highlights the fact that flood defences are constructed to an appropriate standard however this can be beaten by exceptional conditions.

A protocol for deciding upon whether to publish a Section 19 report has been published in the Local Flood Risk Management Strategy Consultation document (this can be found on BeHeard) launched at Floodfest in November.

Following a decision of the Strategic Flood Risk Management Board flood events are now tracked and a spreadsheet of the lead authority and the status of each flooding location is maintained, updated and presented to the Strategic Board. A copy of the most recent tracker is attached as Appendix 1. Good progress is being made against the tracker actions with no issues 'red' (mechanism or organisation not identified or no plan in place) on the status chart albeit the programme of proposed solutions range from works that were completed in early 2015 or currently on site to proposals that are in a year 6+ programme for national and regional grant funding.

4 Partnership Activity

4.1 Floodfest

The Birmingham Floodfest was held on the 9 November in the banqueting Suite, Birmingham Council House. The event was supported by: -

- Birmingham City Council Flood Risk Management Team (BCC)
- Amey - Birmingham Highways
- The Environment Agency (EA)
- Severn Trent Water Ltd, and (STW)
- The Birmingham and Black Country Wildlife Trust (WT)

Members of the public in flood risk areas, Flood Action Groups, Developers and their agents, elected members etc. were invited to attend to roll out a better understanding of flood risk and the actions that can be taken to mitigate it.

Delegates were able to ask questions and learn about the following displays: -

- The Birmingham Water Story (BCC stand)
- Local Flood Risk Management Strategy (BCC stand)
- Surface Water Management Plan (BCC stand)
- Sustainable Drainage (BCC stand)
- Maintenance (BCC and Amey stand)
- Community and flood resilience (BCC stand)
- River Tame Strategy (EA)
- Flood Risk Resilience (EA)
- Maintenance (EA)
- Sewer Management and Customer Responsibilities (ST)
- Sewer Flooding Alleviation Scheme and Partnership working (ST)

- Birmingham and Black Country Wildlife Trust
- River Rea Catchment Partnership (multi agency)

Feedback on the day was very positive with many attendees commenting that they were able to ask questions and had found out everything that they wanted to know and had picked up information that they could pass on. The partners attending also felt that the event was a great success with 3 times the number of attendees visiting than expected and many staying for an hour or more. It met all agencies aspirations to inform and consult.

The principal presentation of the day was a keynote address from Councillor Tahir Ali (whose portfolio includes Flood Risk Management) formally launching the external consultation on the Local Flood Risk Management Strategy for Birmingham.

4.2 Flood Risk Management Strategic Board

The governance structure for flood risk management for Birmingham is established as 'business as usual'. Following the work to develop the new role of Statutory Consultees for the drainage element of major developments and the partnership event, Floodfest, the next meetings of the Strategic Flood risk Management Board will be in mid February 2016 followed by mid July 2016. The revised schedule is to take account of the political calendar of the Council.

The Strategic Board acts as the focus and political driver for partnership activity including funding and programming of flood risk management activity.

4.3 Birmingham Water Group (BWG)

Meetings of the BWG will be in early February and early July 2016 to take account of the revised Strategic Board timetable. The BWG is the officer lead for partnership working ensuring that data is shared and partnership working properly resourced.

4.4 Project groups

4.4.1 Surface Water Management Plan for Birmingham

The Surface Water Management Plan for Birmingham (SWMP) was agreed by Cabinet in July 2015 and formally launched at Floodfest where there was a display specifically focused on the plan. The SWMP together with other documents informed the Local Flood Risk Management Strategy for Birmingham (LFRM) the consultation for which was also launched at Floodfest (see above). This task and finish group has now completed its work and these documents form the evidence base for grant applications for FRM projects.

Schemes identified by BCC and programmed to date include: -

- Community protection scheme in Kings Norton - complete
- Property level protection scheme, Bartley Green - 2015/16
- Community protection scheme in Frankley – 2017/18
- Property level protection scheme in Handsworth – 2020+

- Community protection scheme in Weoley Castle – 2015/17
- Community protection scheme in West Heath – 2016/17
- Property level protection scheme in Quinton – 2015/16
- Property level protection scheme in Springfield – 2016/17
- Community protection scheme in Erdington – 2016/17
- Community protection scheme in Sparkhill – 2015/17

Community protection schemes are those where a number of properties are to be defended by a new flood defence asset and property level protections is where individual properties are adapted to make them more flood resilient.

In addition the environment Agency have a number of schemes identified within the Birmingham administrative boundary as follows: -

- River Rea, Calthorpe – 2020/21
- River Rea, Digbeth – 2021+
- River Rea, Kings Norton – 2020/21 onward
- River Rea, Northfield – 2020/21 onward
- River Tame, Perry Barr and Witton – under construction
- River Rea, Selly Park North – 2015 onward
- River Rea, Selly Park South – 2015 onward
- The Bourn – 2015 onward

All schemes and dates are liable to change as they are determined as parts of a national funding settlement. Schemes could be advanced in the programme or delayed to later years dependent upon the prioritisation of the national programme. It can be seen however that FRM partners are actively promoting flood alleviation schemes of varying approaches dependent upon the complexity of individual flood risk areas.

4.4.2 River Cole, Sparkhill

As above funding is available in 2015/16 and 16/17 to undertake work to defend 70+ properties from flooding from the River Cole. A suitable scheme is proving difficult to identify and feasibility work and partnership meetings continue in an effort to find a suitable solution for this community.

4.4.3 River Rea Partnership (EA Lead)

The EA's work has identified sites in the wider Rea catchment with similar funding problems to the Cole (4.4.2 above), that is to say, difficulty in developing a sufficient cost benefit ratio for suitable schemes resulting in significant funding shortages. They have however identified a number of schemes that could be both cost beneficial and achievable with support.

The BCC Flood Risk Management Team continues to work with the EA through an officer lead partnership approach to try to advance potential schemes and we have had joint meetings with some significant land owners and employers such as BVT, Calthorpe and Cadbury (Mondelez) which could potentially help advance proposed

works by working with their support as members of the partnership. We also continue to work with colleagues in other Council departments on land ownership and use issues, benefit to properties of flood defences and potential cost savings arising from this and with Planners to ensure that opportunities to work with developers are taken early in development proposals when the overall strategy for a development is being fixed.

4.4.4 Planning liaison

The most significant issue in relation to Planning Liaison is our new role as statutory Consultees for the drainage proposals of new major developments

The development of the new LLFA role as Statutory Consultees has required very close working with Planning colleagues in order to meet the tight roll out timetable. FRM team members are aligned to the planning areas to provide for continuity of advice and capacity building workshops have been included in the development of the new role to bring all colleagues 'up to speed'. The FRM team have appropriate access to planning systems in order to undertake their new role.

A significant aspect of rolling out this new duty has been the production of 'Sustainable Drainage: Guide to Design, Adoption and Maintenance'. The document is designed to ensure developers include adequate information on drainage proposals in planning applications and to thereby minimise the amount of work required in vetting proposals. In addition it recommends pre application advice in appropriate cases which will for support better applications and minimise the team's workload in performing its role as Statutory Consultee.

BCC Drainage and Flood Risk Management team continue to work closely with Planning colleagues on strategic documents to the benefit of both development and flood risk management. This is supported by the EA particularly in terms of the Rea Partnership where the Planning department have a prospectus of flood risk management opportunities in the Rea catchment in an effort to identify opportunities through development at an early stage.

BCC have also worked closely with the EA to ensure that our mutual flood risk management objectives are considered in the CIL setting process as this source of funding may go a long way to addressing the problem of funding sources not necessarily being aligned with funding opportunities through development.

4.4.5 River Tame Strategy (EA Lead)

The River Tame is one of Birmingham's oldest Main Rivers and as such falls under the jurisdiction of the Environment Agency who lead on the River Tame Flood Risk Management Strategy (Tame Strategy).

The EA scheme for Perry Barr and Witton is now under construction.

The Council continues to work closely with the EA to support these works.

The Bromford reach of the Tame is the subject of ongoing discussion to seek to align budgets for flood risk management and housing development on the Bromford Estate. The impact of HS2 is now very small since the proposed rail lines were put into tunnel for this area however discussions continue with the EA and HS2 to ensure that opportunities are not missed.

4.4.6 Working with other BCC internal partners

Highways, Drainage routinely work with Leisure Services and Districts providing consultancy services for environmental improvements and general drainage works as well as the reservoir and park pool safety works referred to in 7.6. Several schemes have recently been completed on Reservoirs to satisfy Statutory Duties however we have also commissioned a number of environmental improvements for client departments.

5 Statutory activities

Flood and Water Management Act 2010

In 2014 we secured a member of staff to develop our asset database and to rationalise the information contained in it to ensure accuracy and this work is well advanced. Assets are in the process of being prioritised and rated for condition and identification of future works. This will assist in the tighter prioritisation of critical assets for funding in a declining financial situation. The data has arisen from a number of sources ranging from construction drawings and surveys to ‘downloading’ individual officers knowledge.

Under the New Statutory Consultee role for the drainage aspects of major developments, commenced in April 2015, the number of major planning applications and related consultations transacted to date (22 December) is as follows: -

Full, outline and reserved	110
Discharge of conditions	<u>79</u>
Total	189

Around 30 meetings have been held with internal partners and developers

The maximum number of emails exchanged on one application is as many as 38

Total number of emails on planning issues in excess of 500

The Statutory Consultee and new duties funding received from government has fully funded this activity including consultant support in the first year however this funding is currently programmed to reduce significantly in 2016/17 and will not fully fund the service. Discussions are being undertaken at a national level on the funding of this new duty challenging the new burdens assessment assumptions. At a local level a business case is being developed to properly resource this duty for the future. In order to benchmark in this respect initial discussion with two neighbouring authorities have identified that they have recruited 2 or 3 senior engineers and an associated support

officer to fulfil this duty and integrated with the planning administration system in a manner similar to BCC.

6 Funding issues

6.1 Flood and Water Management Act 2010 Duties

Birmingham City Council remains a Land Drainage Authority with responsibility for its own flood defence assets which are the subject of existing revenue funding streams for rivers and brooks maintenance however funding continues to reduce as a result of service reviews. The main effects of this will be to make prioritisation of spend more focused on high risk assets and tools to facilitate this have been developed. The need to only carry out statutory works will mean the removal of the opportunity to use permissive powers on privately owned water features or land that is in unknown private ownership. There will be more reliance on use of noticing powers and it will be necessary to routinely determine land ownership so that land owners can be pursued to carry out recommended maintenance work. Some funding will still have to be set aside for emergency works to the benefit of the wider community when a more protracted communication approach will not deliver improvements with sufficient urgency.

The Flood and Water Management Act 2010 (The Act) however conveys significant new duties and powers to Birmingham City Council as a Lead Local Flood Authority. These are new statutory duties and powers. These new roles have, to date, been fully funded by Government however the funding of future new duties in relation to sustainable drainage and increased responsibilities under the Reservoirs Act remain less clear albeit the Government has published the process by which it expects sustainable drainage to be regulated and maintained. It is unlikely that the Minister will use his powers in relation to reservoir risk in the foreseeable future.

6.2 Flood risk management activities

Appendix 1 details progress on various flooding sites together with the lead authority for each site. It can be seen that funding of these activities is from a variety of sources, both BCC and professional partner.

6.3 Funding profiles

The new funding for outcomes process has resulted in a range of funding sources being required to promote flood risk management schemes. For some schemes this includes an element of FDGiA together with an element of Local Levy but for many schemes this still leaves a shortfall and a target of 15% third party contributions has been set even when a cost beneficial scheme is being promoted. This approach puts significant pressure on limited resources to foster agreements and collaborations to facilitate schemes. In order for these schemes to progress local contributions or contributions from beneficiaries of the schemes need to be sought. Currently local contributions may be Section 106 monies and in the future Community Infrastructure Levy may play a part.

Aligning funding sources and facilitating the promotion of projects as well as seeking new funding opportunities continues to be a major priority for the Strategic Flood Risk Management Board going forward.

7 Future issues

7.1 Local Flood Risk Management Strategy

Internal and partner consultations are now complete and the draft strategy was formally launched for public consultation on the 9 November. See above. Consultation ends in February 2016

7.2 Duty to maintain a Register and Designation of Features

BCC have developed a register of flood risk management assets. Following a pilot project carried out by the Environment Agency BCC flood risk management will not currently designate features as provided for in the Flood and Water Management Act.

BCC are in receipt of Government funding for this activity

7.3 Duty to investigate

There have been no statutory investigations of flooding mechanisms in 2015 largely due to proactive maintenance regimes mitigating the risk of flooding from severe weather and from our close partnership ties with professional partners.

7.4 Sustainable Drainage Approval Board

See 5 above

Further information on funding is expected from Government.

7.5 Ordinary Watercourse consenting powers

We have received 4 applications under these regulations since commencement and other scoping enquiries not requiring formal consent. Many pre applications have been for works of a temporary nature with detailed discussions with the proposer being carried out to ensure full consent is not required.

The necessary guidance and application forms for this process have been developed in conjunction with Legal Services and a database set up to record applications and decisions.

The EA will maintain an overview of applications for consent by BCC

BCC are in receipt of Government funding for this activity

7.6 Changes in Reservoir regulations

The Flood Risk Management team continue to arrange statutory inspections under the Reservoirs Act 1975 in order that the Council's large raised reservoirs are managed in accordance with the Act. Works arising from the inspections and routine supervision (S10 and S12 inspections) continue to be managed by the team.

The Minister has not commenced any powers in relation to size of reservoirs as provided for by the Flood and Water Management Act however the Environment Agency as the regulatory body are rolling out new processes and reporting procedures for managing the risk from the existing large raised reservoirs.

7.7 Community Infrastructure Levy (CIL)

I have reported previously that CIL is likely to be an important funding source for flood risk management in the future and it is essential therefore that the Flood Risk Management Team is kept up to date with developments in the establishment and use of CIL

7.8 Water Framework Directive

The Water Framework Directive establishes a legal framework to protect and restore clean water across Europe and ensure its long-term, sustainable use. In the United Kingdom the directive has been interpreted into River Basin Management plans with the intention that all water bodies reach a standard described as "good ecological and chemical status" which is defined as low levels of chemical pollution as well as a healthy ecosystem.

There will be synergies between flood risk management objectives and water framework directive objectives and opportunities for economies in delivery. BCC have continued to benefit from joint funding arrangements for environmental enhancements to the City's water bodies working in partnership with the EA, Severn Trent Water and third sector agencies. These arrangements continue to the benefit of ecology, communities and flood risk management. In the future these synergies may extend to the joint funding of schemes which deliver both flood risk management benefits and river rehabilitation or environmental enhancement and this will be particularly important as schemes will not be fully funded through FDGiA and/or Local Levy.

7.9 European Floods Directive

Following the well received publication of BCCs Preliminary Flood Risk Assessment the second phase of publishing is now under preparation covering flood risk information and flood risk management plans. BCC have cooperated with the EA who coordinated a catchment wide publication giving economies by reducing duplication and providing a consistent approach across authorities. The EA already develop and publish much of the base information. The document is currently awaiting a delayed publication.

Ref	Date	Street	Area	Detail	Action taken during event	Follow Up Action	Outcome of Follow Up Action	Feedback to Residents	Responsible Organisation	Progress	Action Undertaken past 6 months	Action to be undertaken next 6 months
2012-003	28-Jun-12	Queens Park	Harborne	Flooding due to runoff from parkland, properties flooded	Advised to speak to legal services regarding our position with assisting these properties due to previous legal case with developer. Advised Emergency Planning would be able to provided advice on clean up.	Plan in place	n/a	Not required	BCC - Leisure		Agreement reached between BCC and claimant to settle the claim	Work to commence on design and feasibility of a flood protection bund.
2012-004	28-Jun-12	Fashoda Road, Cecil Road, Hobson Road and Kitchener Road	Selly Park	Spoke to following issue of flood alert, took the decision to deploy sandbags. Report from contractor deploying sandbags that there was bad flooding and further sandbags were required. Engineer sent to inspect, reported flooding coming out of bank upstream of Dogpool Lane bridge, flowing through industrial estate onto Dogpool Lane and flooding down Fashoda Road towards Kitchener Road. Blocked gullies Fashoda Road and Cecil Road	200 sandbags deployed (RW Services) 240 additional sandbags deployed (RW Services) Spoken to regarding blocked gullies in Cecil Road and Kitchener Road, Amey unable to clear 28 June but will clear early 29 June. Spoke to R Amey clearing debris from against Dogpool Lane bridge.	Plan in place	n/a	Not required	EA		FDGIA bid submitted with revised mandate, costings and PF calculator	Commence formal discussions with St Andrews seeking partnership funding.
2012-006	28-Jun-12	Brookvale Road/Witton Road	Witton	Blown manhole cover outside Yew Tree PH Brookvale Road and localised highway flooding as a result.	Engineer sent to check situation. Passed to STW and Amey. 240 hydro snakes delivered to flood action group as a precaution (donated by Gravitas).	Raise at Birmingham Water Group	Raised at Birmingham Water Group, EA to be raise issue with Tame Streategy team and STW looking at effect of Tame Strategy on their SWS	Not required	STW		Impact of Tame Scheme on SWS sewer levels has been investigated and was reported at BWG.	Specific issue of foul flooding outside Yew Tree PH to be further investigated.
2012-007	28-Jun-12	Ripple Road	Bournville	Manhole cover at junction of Twynning Road and Ripple Road blown, foul flooding to Ripple Road	Passed to Severn Trent Water	Raise at Birmingham Water Group	Raised at Birmingham Water Group, STW have scheme proposal in place.	Not required	STW		Scheme comple	
		Hunts Road/Hazelwell Lane	Bournville	Manhole cover at junction of Hunts Road and Hazelwell Lane blown causing surface water flooding	Passed to Severn Trent Water	Raise at Birmingham Water Group					Will be addressed by Ripple Road scheme	
2012-010	28-Jun-12	Pensby Close		Advised by properties may have flooded. that	Engineer sent to inspect, approximately had flooded, cause of the problem a blocked grill. Deployed 50 sandbags. Contractor sent to clear grill and remove all debris from the site. (RW Services)	Routine maintenance place on weekly schedule temporarily until March 2012. Write to Wildlife Trust to ensure that tree clearance work is carried out appropriately.	Meeting held with Wildlife Trust and housing to discuss issues on site. Recommendation to housing that ground reprofiling/property protection could be undertaken.	Not required	BCC - Housing		Funding secured from FDGIA and Housing for property level protection scheme	Work to commence on site early 2016
2012-011	28-Jun-12	Nesfield Close	West Heath	Flooding to 2 properties, request for sandbags	Deployed 20 sandbags (Haystoun)	Flood Survey all properties in close.	Passed to Amey and Severn Trent Water, all gullies and STW assets clear. Passed issue with condition of watercourse to leisure services. Outfalls cleared by BCC. Issue with footway resurfacing not allowing runoff to get to highway gully passed to Amey	Feedback letter sent 26 Nov 2012	BCC - Highways		FDGIA bid accepted for scheme, currently in 6 year programme.	
2012-019	28-Jun-12	Elford Road	Harborne	Flooding to front and rear of properties	None Reported after the event	Passed to Environment Agency (Raise at Birmingham Water Group)	To be considered as part of Rea Project	Not required	EA		FDGIA bid submitted with revised mandate, costings and PF calculator	Commence stakeholder analysis and engagement seeking partnership funding
2012-021	28-Jun-12	The Hayes	West Heath	Internal flooding 1-2 feet deep	None - Taken from Emergency Planning List after the event	Flood Survey 1-15 & 2-14 The Hayes	Passed to Amey and Severn Trent Water, investigation has found a piled through sewer under a property. Severn Trent Water now investigating the possibility of a sewer diversion.		STW		The scheme was completed some months ago and involved diverting the sewer around The Crest, Old Meadow Road and The Hayes making the sewer main under the properties redundant. The abandoned pipe was then grouted up such there would be no future risk of collapse to the buildings.	
2012-023	28-Jun-12	Greenacres	Bartley Green	Call from EA to say watercourse had broke its banks, garden of property was flooded and may enter property	Spoke to resident, flooding had subsided and had not entered house. Advised resident to contact call centre in relation to highway flooding	Site visit. Link to Flooding in Mill Lane/Middleacre Road, Flood survey & passed to Environment Agency (Raise at Birmingham Water Group)	Flood surveys passed to Environment Agency, to be considered as part of Rea Project	Feedback letter sent 27 Nov 2012	EA		FDGIA bid submitted with revised mandate, costings and PF calculator	Commence stakeholder analysis and engagement seeking partnership funding
2012-024	28-Jun-12	Middleacre Road	Bartley Green	Flooding from Mill Lane grills	None Reported after the event	Flood Survey & passed to Environment Agency (Raise at Birmingham Water Group)	Flood surveys passed to Environment Agency, to be considered as part of Rea Project	Feedback letter sent 27 Nov 2012	EA		FDGIA bid submitted with revised mandate, costings and PF calculator	Commence stakeholder analysis and engagement seeking partnership funding
		Middleacre Road	Bartley Green	Internal flooding 4 feet deep	None - Taken from Emergency Planning List after the event						FDGIA bid submitted with revised mandate, costings and PF calculator	Commence stakeholder analysis and engagement seeking partnership funding
2012-025	28-Jun-12	Rush Green	Bartley Green	Internal flooding, 4" - 5"	None - Taken from Emergency Planning List after the event	Flood survey & passed to Environment Agency (Raise at Birmingham Water Group)	Flood surveys passed to Environment Agency, to be considered as part of Rea Project	Feedback letter sent 27 Nov 2012	EA		FDGIA bid submitted with revised mandate, costings and PF calculator	Commence stakeholder analysis and engagement seeking partnership funding
2012-026	28-Jun-12	Mill Lane	Bartley Green	Internal flooding, depth not given	None - Taken from Emergency Planning List after the event	Flood Survey & passed to Environment Agency (Raise at Birmingham Water Group)	Flood surveys passed to Environment Agency, to be considered as part of Rea Project	Feedback letter sent 27 Nov 2012	EA		FDGIA bid submitted with revised mandate, costings and PF calculator	Commence stakeholder analysis and engagement seeking partnership funding
2012-031	28-Jun-12	Overdale Road	Quinton	Combined flooding, partly from storm sewers, foul sewers and potentially a culverted watercourse. Properties are in a depression below road level.	Advised after the event	Flood Survey returned. BCC Highways subsequently visited resident	On the previous flooding occasion all infrastructure was checked by BCC Highways (on behalf of Housing who own the culverted watercourse) and by Severn Trent Water who own the sewers. Severn Trent have carried out some work to the manhole in rear garden on the most recent occasion. This location is at the convergence of several sewers and the start of a culverted watercourse. The entire infrastructure was found to be clear and operational. This suggests that the flooding problems experienced were as a result of a storm of severity that exceeded the design capacity of the infrastructure. It may be that due to this properties location it will be necessary to install property level protection.	Feedback at meeting with	BCC - Highways		Funding secured from FDGIA for property level protection scheme	Work to commence on site early 2016
2012-034	28-Jun-12	Bells Lane	Kings Norton	Internal flooding and flooding to front and rear gardens	None - Reported after the event	Flood Survey	Passed to Amey and Severn Trent Water, gullies cleared. STW investigated similar problem 5 years ago couldn't find an issue. Bid submitted to EA for Partnership Funing for Community Resilience Scheme	Initial feedback letter sent 11 Dec 12	BCC - Highways		Scheme completed on site March 2015	
2012-035	28-Jun-12	Boatmans Reach	Brandwood	Internal flooding of properties	None - Reported after the event	Flood Survey	Site visit confirmed properties are at a low spot. Advised Waterloo Homes to install property level protection	Feedback sent 26 April 2013	Waterloo Homes		Contacted developer again to see what progress is being made. Awaiting response.	Scheme to be completed on site.
2012-041	24-Sep-12	Fourth Avenue	Selly Park	Flooding from blocked gullies	Passed through to Stephen Taylor at Amey, due to respond within an hour.	Amey attended to clear gullies.	Water unable to drain away due to backing up from river and SWS, further work required by STW or EA as part of Rea Project	Not required	STW EA		Details provided to STW and some initial discussions held with EA around mechanism and poitential to link with River Rea Partnership scheme.	Further assessment to be undertaken and discussed further through River Rea Partnership meetings.
2012-006	24-Sep-12	Brookvale Road/Tame Road	Witton	EA warning received for gauge at Brookvale Road reached 2.6m and rising.	Spoke to Flood Action Group and agreed to send sandbags. 200 sandbags deployed (RW Services). Request put in to Highways to close Brookvale Road. Water levels continued to rise through the day to high level at around 15:00. The water level now appears to have levelled out although the gauge at Brookvale is giving fluctuating results. An Engineer has visited site and there is approx 0.5m of capacity before the Tame overtops which is now considered unlikely as the balancing lakes upstream are operating and the gauges there have peaked.			Not required	EA		Scheme design reassessed, new proposal developed for upstream storage and less intrusive works at Witton. Initial works commenced on site.	Ongoing delivery of scheme on site
2012-043	24-Sep-12	Thurlestone Road	Longbridge	Water ponding originating from highway	Passed to Amey. 8007642151	Awaiting feedback from Amey			Amey		Amey investigation commenced	Await outcome of investigation
2012-046	25-Nov-12	Foremans Road/Percy Road	Sparkhill	River burst its banks, Allotments flooded, Properties at risk of flooding	200 Sandbags deployed (Erris Builders Ltd) Clive wright on site co ordinating sand bag distribution and assessing situation on site. Cllr Jerry Evans to meet Clive Wright on site	Cllr was informed of the deployment of sand bags. A number of residents approached and advised to share the sandbags in the event that they are needed. Residents in Percy Road coordinated a door to door distribution.	Bid submitted to EA for Partnership Funding for Community Resilience Scheme	Not required	BCC - Highways		Local Levy and BCC funding secured to undertake feasibility study, preferred option being considered by EA.	Await EA decision on whether to proceed.
2013-001	23-Jul-13	Slade Road	Erdington	Internal flooding to property (1-2 inches), neighbour at also affected.	30 sandbags deployed (RW Services) to 124-130 Slade Road and 5 Hillside Road	Flood Survey sent 10 September 2013	Flood surveys and investigation on site suggest that flooding originated from surcharging SWS further upstream in the ctachment at the jubction of Slade Road and Abbey Road. Two blocked gullies passed to Amwey to clear.	Feedback letter sent 24 Jan 2014	STW BCC - Highways		FDGIA bid accepted for scheme, currently in 6 year programme.	
2013-002	23-Jul-13	Spring Lane	Erdington	Internal flooding (300mm), properties lower than the road.	120 sandbags deployed (RW Services). Advised caller to contact Amey as road has been resurfaced which has caused problem with water coming above kerbline and gullies need to be checked. Also advised to contact STW as manhole cover has lifted.	Flood Survey sent 10 September 2013	Investigation on site shows properties are in a valley and lower than road. Asked Amey to confirm all gullies are fully functioning. Asked STW to confirm SWS capacity. Potential options to be further investigated include highway drainage improvrments or boundary flood mitigation	Feedback letter sent 6th Feb 2014	BCC - Hig STW		STW have looked at floding history and capacity of FWS. Amey investigation suggests that water comes out of surface water manholes.	STW developing SWS model which can be used to assess capacity issues.
2013-003	23-Jul-13	College Road	King Standing	Report of internal flooding due to bow waves from the road. Additional report of intyernal flooding to as a result of Warren Brook breaking its banks.	Haystoun sent to investigate, water had subsided, problem caused by blocked gullies. Amey responding to blocked gullies. Haystoun sent back to check watercourse and culvert at rear of properties is clear of blockages.	Flood Survey sent 10 September 2013			BCC - Fleet & Waste		All gullies functioning correctly. Amey suggest that street cleansing is an issue in this location.	Refer to fleet and waste management for a response
2013-012	23-Jul-13	Slade Road	Erdington	Internal flooding to property and neighbouring properties.	Reported after the event	Flood survey sent 20 September 2013. Site meeting with resident and Local Councillor to discuss issues. Identified a number of blocked gullies opposite properties which were passed to Amey to clear.	Amey have cleared blocked gullies.Flood surveys and further investigation on site suggest that flooding could be originating from surcharging SWS further upstream in the ctachment at the jubction of Slade Road and Abbey Road.	Feedback letter sent 24th Jan 2014	STW BCC - Highways		FDGIA bid accepted for scheme, currently in 6 year programme.	
2013-013	29-Jul-13	Glover Road	Sutton Coldfield	Flooding of highway	Resilience team passed to Amey	Historical problem, previously passed to STW (ref- 722648), chased STW for a response and giving STW feedback			STW		BCC to pass more info to STW, this has not happend.	BCC to provide details to STW

Ref	Date	Street	Area	Detail	Action taken during event	Follow Up Action	Outcome of Follow Up Action	Feedback to Residents	Responsible Organisation	Progress	Action Undertaken past 6 months	Action to be undertaken next 6 months
2014-001		Walmley Close	Sutton Coldfield	Petition received relating to flooding in Walmley Close	n/a	Flood survey sent to properties to determine extent and nature of flooding. Flooding investigation found that flooding affects only the highway not property, passed to Amey to investigate.	Amey confirmed that all gullies in Walmley Close are working correctly however there is ponding at the side of the raised pedestrian crossing. Amey to undertake further investigation work to determine if it is possible to re-profile the carriageway to allow this to drain away. May also be a capacity issue with the two public sewers in Walmley road. STW asked to confirm that the drainage system has sufficient capacity and is operating correctly.		STW		STW and Amey investigation continued	

Organisations

- BCC
- STW
- EA
- Amey
- Other

Progress

- Mechanism or organisation not identified or no plan in place.
- Initial action complete, plan in place for long term action. Investigation underway or complete but works not started.
- Complete or no further action required or ongoing maintenance
- Location already covered on previous action tracker



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	Deputy Leader Cabinet Member for Development, Transport and the Economy BCC Highways, Transportation & Major Events
11th December 2015 1000 hours Committee Rooms 3&4	Cabinet Member for Sustainability	Cllr Trickett, Cabinet Member
	Tracking Report for From Waste to Resource	Jacqui Kennedy, Acting Director for Place/ Chloe Tringham, FWM
	Tracking Report for Household Recycling Centres	Chloe Tringham, Fleet and Waste Management
15th January 2016 1000 hours Committee Rooms 3&4	Skills Investment Plan	Jane Newman, Employment Development Manager
	Severn Trent Water – Birmingham Resilience Project	Sarah-Jayne O’Kane, Public Relations Manager and Dominic Moore, Land and Planning Manager, Severn Trent Water Ltd
12th February 2016 1000 hours Committee Rooms 3&4	Cabinet Member for Development, Transport and the Economy	Chris Brockie, Cabinet Support Officer
	Flood Risk Management and Response Annual Report	Clive Wright, Drainage and Flood Risk Manager



Date	What	Officer Contact / Attendees
additional meeting 19th February 2016 1000 hours Committee Room 2	Update on Business Improvement Districts	Deputy Leader - Cllr Ian Ward Cabinet Member for Development, Transport and the Economy – Cllr Tahir Ali
11th March 2016 1000 hours Committee Rooms 3&4	Update on Green Commission and Draft Waste Consultation Strategy	Councillor Lisa Trickett
	Greater Birmingham LEP – Employment, Skills and Growth Deal opportunities (tbc)	Katie Trout (tbc)
15th April 2016 1000 hours Committee Rooms 3&4	TBC	

2 Further work areas of interest

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

- Local Centres
- Work Programme Providers
- Housing Strategy/ Affordable housing/ Sustainable Urban Extension
- Technical City Enterprise Zone
- Update on the Enterprise Zones and lessons learned
- HS2 with reference to the Skills agenda

3 Other Meetings

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

Call in Meetings

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

Petitions

*None
scheduled*

Councillor Call for Action requests



*None
scheduled*

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

4 Forward Plan for Cabinet Decisions

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

Reference	Title	Portfolio	Proposed Date of Decision
000224/2015	Transportation and Highways Capital Programme 2015/16 to 2017/18 Programme Definition Document	Development, Transport & the Economy	16 Feb 2016
000811/2015	Jewellery Quarter Cemeteries: FBC and Heritage Lottery Fund grant acceptance	Development, Transport & the Economy	16 Feb 2016
001093/2016	ERDF Business Growth Programme (BGP) - Acceptance of Offer Letter	Development, Transport & the Economy	16 Feb 2016
001097/2016	ERDF Property Investment Programme (PIP) Acceptance of Offer Letter	Development, Transport & the Economy	16 Feb 2016
000312/2015	Ashted Circus Pinch Point	Development, Transport & the Economy	16 Feb 2016
000315/2015	Iron Lane – Stechford Junction Improvements – Full Business Case	Development, Transport & the Economy	16 Feb 2016
000934/2016	Local Growth Fund Transport and Connectivity Hagley Road SPRINT Scheme	Development, Transport & the Economy	16 Feb 2016
001200/2016	Perry Barr District Centre- Local Growth Fund (LGF) Projects Implementation	Development, Transport & the Economy	16 Feb 2016
000295/2015	Youth Employment Initiative 16 Feb 16	Skills, Learning & Culture	16 Feb 2016
000313/2015	Birmingham Cultural Strategy 2015-19	Skills, Learning & Culture	16 Feb 2016
001224/2016	Birmingham Museums Trust funding arrangements 2016-17	Skills, Learning & Culture	16 Feb 2016



Reference	Title	Portfolio	Proposed Date of Decision
001219/2016	Review of Charges for Trade Waste and other Waste Services - PUBLIC	Sustainability	16 Feb 2016
001194/2016	City Wide Non-Housing Building Fabric Repairs & Maintenance Service Change / Improvement Strategy - PUBLIC	Commissioning, Contracting & Improvement	22 Mar 2016
000199/2015	Commercial Investment Property Portfolio Update	Deputy Leader	22 Mar 2016
001412/2016	Birmingham Knowledge Economy Business Incubation Partnership	Deputy Leader	22 Mar 2016
000329/2015	Sutton New Hall Cemetery Development - Phases 2 and 3	Development, Transport & the Economy	22 Mar 2016
001130/2016	Birmingham Life Science Campus Offer of Local	Development, Transport & the Economy	22 Mar 2016
001223/2016	Birmingham Cycle Revolution Phases 2 and 3 Green Routes Full Business Case	Development, Transport & the Economy	22 Mar 2016
001228/2016	Metro Complementary Highway Works – Swallow Street Link Revised Project Definition Document	Development, Transport & the Economy	22 Mar 2016
001246/2016	Enterprise Zone (EZ) Funding Agreements	Development, Transport & the Economy	22 Mar 2016
001415/2016	Centenary Square Re-Development	Development, Transport & the Economy	22 Mar 2016
001345/2016	Birmingham City Council acting as the Accountable Body for the GBS LEP Growth Deal	Leader	22 Mar 2016
000313/2015	Birmingham Cultural Strategy 2015-19	Skills, Learning & Culture	22 Mar 2016
001372/2016	ERDF Big Data Corridor A New Business Economy	Sustainability	22 Mar 2016
000316/2015	Battery Way Extension	Development, Transport & the Economy	19 Apr 2016
001227/2016	Building Birmingham: BMHT Development Programme for 2016/17 & 2017/18	Development, Transport & the Economy	19 Apr 2016
000934/2016	Local Growth Fund Transport and Connectivity Hagley Road SPRINT Scheme	Development, Transport & the Economy	19 Apr 2016



Reference	Title	Portfolio	Proposed Date of Decision
001414/2016	Curzon Investment Plan	Development, Transport & the Economy	19 Apr 2016
000223/2015	Birmingham Community Energy Company - PUBLIC	Sustainability	19 Apr 2016
000246/2015	HS2 Programme Delivery Plan and Resource Requirement	Deputy Leader	28 Jun 2016