

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE

WEDNESDAY, 21 SEPTEMBER 2022 AT 14:00 HOURS
IN COMMITTEE ROOM 6, COUNCIL HOUSE, VICTORIA SQUARE,
BIRMINGHAM, B1 1BB

A G E N D A

1 NOTICE OF RECORDING/WEBCAST

The Chair to advise/meeting to note that this meeting will be webcast for live or subsequent broadcast via the Council's meeting You Tube site (www.youtube.com/channel/UCT2kT7ZRPFCXq6_5dnVnYlw) and that members of the press/public may record and take photographs except where there are confidential or exempt items.

2 APOLOGIES

To receive any apologies.

3 DECLARATIONS OF INTERESTS

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

3 - 24

4 ACTION NOTES AND ACTION TRACKER

To agree the action notes of the last formal meeting held on 27th July 2022.

25 - 42

5 CLEAN AIR ZONE - UPDATE REPORT

Stephen Arnold, Head of Clean Air Zone

43 - 54

6 WORK PROGRAMME

For discussion.

7 **DATE AND TIME OF NEXT MEETING**

To note the date and time of the next meeting.

8 **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).

9 **OTHER URGENT BUSINESS**

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

10 **AUTHORITY TO CHAIR AND OFFICERS**

Chair 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

SUSTAINABILITY AND TRANSPORT O&S COMMITTEE

1400 hours on 27th July, Council House Extension, Margaret Street – Actions

Present:

Councillor Chaman Lal (Chair)

Councillors Alex Aitken, David Barker, Martin Brooks, Colin Green, Timothy Huxtable, Richard Parkin and Miranda Perks

Also Present:

Councillor Liz Clements

Phil Edwards, Assistant Director, Transport & Connectivity

Kevin Hicks – Assistant Director, Highways & Infrastructure (via Teams)

Mel Jones, Head of Transport Planning and Network Strategy

Amelia Murray, Overview & Scrutiny Manager

Baseema Begum, Scrutiny Officer

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2. APPOINTMENT OF COMMITTEE AND CHAIR

Noted.

3. ELECTION OF DEPUTY CHAIR

Cllr Barker confirmed as Deputy Chair.

4. APOLOGIES

None.

5. DECLARATIONS OF INTERESTS

Cllr Huxtable stated that he is vice chair of the West Midlands Combined Authority's Transport Delivery Committee. He is also lead member for metro and rail as part of his role on that committee.

Cllr Lal is a member of the West Midlands Combined Authority's Transport Scrutiny Sub-Committee.

6. TERMS OF REFERENCE

Noted.

7. SUSTAINABILITY & TRANSPORT O&S COMMITTEE ACTION NOTES

The action notes of the meetings held on 16th March and 28th April were agreed.

Cllr Huxtable raised an issue relating to the CAZ baseline data shared at the meeting on 16th March and for completeness added that it was stated that there was a 13% reduction in air pollution levels within the CAZ. A reduction of 14% alongside the ring road and 13% outside the ring road was also recorded.

8. CABINET MEMBER FOR TRANSPORT – ANNUAL PRIORITIES

(See Item No.8)

The Chair welcomed the Cabinet Member Cllr Liz Clements and officers to the meeting.

Cllr Clements spoke to her presentation outlining the transport priorities for the city and made the following points: -

- The Birmingham Transport Plan (BTP) adopted in October 2021 addresses some of the key strategic priorities of the city including addressing the climate emergency, decarbonising transport, improving air quality across the city by implementing the Clean Air Strategy and supporting a green recovery from Covid-19.
- The BTP has set some ambitious targets drawing on best practice from other European cities and sets out 4 key principles for delivery: -
 - Reallocating road space to ensure more spaces for mass transit buses;
 - Prioritising active travel in local neighbourhoods so that walking and cycling are easier and more appealing for people to do;
 - Managing demand through parking measures to ease congestion and allow people to move around easier; and

- Transforming the City Centre to make it easier to move around through city centre segments. Extend pedestrianisation of the city centre and improve cycling infrastructure.
- The BTP Delivery Plan is in development and will identify key projects. Ongoing projects are being delivered in line with the BTP however decarbonizing transport is the big driver and will also determine the priority of projects. This will include measures on behavioural change, mode shift and key performance indicators. It is imperative that the measures being put in make a difference to people's experience of moving around the city so that it is easier and safer to do through a variety of active travel measures. A number of schemes are in progress and being developed to support this agenda in the city centre and across the city through improved bus priority and cycling connections.
- An on-street cycling hangar pilot is being brought forward and an opportunity for further learning from the London Borough of Hackney who have carried out some significant work in this area is being explored.
- Further distribution of free bikes to enable more people to travel actively are being funded through the net service revenue generated by the Clean Air Zone (CAZ).
- A number of Car Free School Streets (CFSS) projects have been delivered and this is being expanded with engagement at ward level with local Members and residents. This work is being supported through the revenue generated by the CAZ.
- Building on this and a key ambition to improve air quality across the city is the monitoring of air quality outside schools. A project is currently underway to recruit schools to do this with at least 1 school in each of the 69 wards given an air quality monitoring unit. It is anticipated that this will encourage parents to think about their method of travel to school and to make changes if they are able to understand the impact of pollution generated by vehicles idling outside schools.
- With the decarbonisation agenda work is being done to look at accessibility for people to charge electric vehicles for those with no off-road parking.
- The Council is working in partnership with Transport for West Midlands on improving public transport specifically making bus use more attractive by ensuring that buses are given priority and space on the public highway. This is to give people confidence to use buses as much of the feedback from surveys relates to people suffering delays and congestion and has meant that people have been reluctant to use them.
- Cllr Clements is now also on the West Midlands Rail Executive to drive forward and influence the city's ambitions for an integrated public transport system and by engaging both with local and regional rail bodies.
- To make major changes and improvements another source of revenue is required and the Workplace Parking Levy (WPL) would allow for this if it goes ahead and currently a study is taking place to consider this.
- A temporary contract arrangement is in place for the maintenance of the public highway up until April 2023 whilst a permanent contractor is appointed to run a restructured highways PFI programme.

- Whilst this is taking place work is ongoing to tackle potholes and poor pavements and initiatives such as the Street Works permits to minimise disruption to all road users, developments of a 'last mile' strategy in relation to the delivery of goods and Kerbside Management strategy to manage kerbside space fairly and in a sustainable way.

Following the presentation, a discussion took place and the following were among the responses and points made: -

- A report will be presented to Cabinet in September to extend the E-scooter trial. A procurement process is being led by TfWM to put in place a new operator. A number of lessons have been learnt such as the needs of other road users, docking and where scooters are being left that will be part of the specification. The Council is contributing to this specification and will include the views of all affected groups and residents.
- The use of e-scooters has had some impact on mode shift. The trial has been enabled through government and there are various pilots around the country. DfT are looking at all the feedback being received before legislation is passed so pilots are being extended.
- The Highways Local Improvement budget was discussed at Full Council in July and responses are currently being drafted to the questions asked. Funding for improvements locally is being sourced from net surplus revenue from the CAZ monies. Improving air quality locally is an ambition and in support of this a fund for local work in partnership with schools and community groups is being set up.
- Requests to carriageway modification and implementation have been delayed however testing has been taking place during the last 12 months. A robust governance process for all items relating to highways is in place. Post pandemic accessing contractor workforce has meant some delay. Also, the HS2 effect on taking more contractors out of circulation has had a knock-on effect of availability of workers. Concerns have been noted and in future the aim is to make this more efficient.
- Recognition that a lot of work in relation to cycling has taken place and partnership work continues with the Canal & River Trust.
- The introduction of strategic blue routes such as the A38 was a driver to improving and offering more people a way of active and alternative travel. Canal towpaths are used as an alternative to the public highway, but they are not a substitute for cycle infrastructure however in the battle against congestion it is a choice that some people do make. It is acknowledged that the safety of cyclists needs to be considered in whatever future infrastructure is installed and within the available resources.
- It was noted that during the pandemic work was undertaken to widen some pedestrian footways. Opportunities should be taken when any resurfacing works are taking place to undertake other work such as putting in provision for walking and cycling especially so in local centres and high streets to further the Council's commitments on active travel.
- It was confirmed that the Council is in the process of developing a Walking and Cycling Strategy which will include an additional £1m for a cycling network. It

was noted that work happening on the public highway needs to be more aligned.

- Connecting neighbourhoods is a key ambition as well as ensuring that an integrated public transport system allows people to travel easily between areas and from all parts of the city to the centre within 30 minutes.
- 'Vision Zero' is a road traffic safety project that aims to ensure that there are no deaths or serious injuries on the road and has been an approach taken by some European countries such as the Netherlands. The challenge for the city is how it is achieved and funded. However, at a local level a number of interventions are being considered as part of a package for wards that will tackle a number of traffic, safety and air quality issues.
- The CFSS project has been piloted in the city with more schools coming on board on a yearly basis where feasible. However, it has been acknowledged that it will not be appropriate for every school and the key aim is to get parents and carers to understand the impact of how they travel on congestion and air quality and the effect of that on children. The potential for parents to understand and change their travel behaviour is a key aim. All schools have been asked to sign up to the free Modeshift STARS planning tool to review the schools travel plan.
- Reassurances have been received by VOI, providers of the E-scooters being trialled that scooters that are abandoned in unsafe locations and are reported are removed by a team of staff however this does remain an ongoing concern.
- Prior to the election all Members were notified about the opportunity for schools to nominate themselves to host an air quality monitoring unit outside the school. Members were asked to engage with all schools in their ward, so the opportunity is available to all schools. It is currently envisaged that there will be one unit per ward.
- Currently there are no plans to extend the CAZ however the Clean Air Strategy sets out the need to take action in each neighbourhood in the city and address poor air quality.
- A commitment has been made to pedestrianise the Gay Quarter in the Southside area of the city to address safety concerns.

RESOLVED: -

1. The report was noted.
2. Cllr Huxtable requested a list of all schools that have signed up to CFSS.

9. STREET NAMING & NUMBERING POLICY REVISION

(See Item No.9)

Phil Edwards, Assistant Director, Transport & Connectivity spoke briefly to the presentation that outlined the proposed changes to the existing policy and made the following points:

- The consultation started earlier in the year however due to the election period and summer holidays there hasn't unfortunately been as much feedback as hoped but there is still the opportunity for Members to share their views.

- The consultation has been shared with all Councillors and circulated widely.
- Naming of streets after deceased people and a proposal to change this from the current national practice of 50 years to 25 years to enable promotion of good relations between groups with special characteristics, as well as other groups. The added benefit of this is that by deferring the use of peoples' names for at least 25 years after their death it protects the Council against potential reputational damage should unexpected information about that person be revealed.
- The numbering system has also been highlighted as an area for change to reflect that all cultures/religions in the city are treated equally as all numbers are used to ensure logical number sequences, which are easy to locate.
- Currently the renaming of existing streets requires two-thirds majority to agree and can have a wide-ranging and detrimental effect on residents and businesses that may have been underestimated in the past. The current proposal is to increase the ability to resist renaming of existing streets except where redevelopment dictates. A pool of pre-approved street names will be available to developers with limited knowledge of the area enabling them to choose relevant, quality names for their sites.
- It is anticipated that a report with next steps will be presented to Cabinet in September and if Members have any comments these can be sent directly to Phil or his team.

RESOLVED: -

1. The report was noted.

10. PLACES FOR PEOPLE IN BIRMINGHAM

(See Item No.10)

Mel Jones, Head of Transport Planning and Network Strategy spoke to her presentation and during discussion with Members the following points were made: -

- The purpose of Local Traffic Neighbourhoods (LTNs) and the use of the phrase as a catch-all term for the use of long-established traffic management techniques (such as modal filtering, one way streets and other types of closures/restrictions) to reassign through (motor) traffic from residential streets to main roads.
- The aim is to create safer (by reducing speed) and quieter places for walking and cycling that still maintain access to the area for vehicles. It has been used in the UK since the mid-1960s. There are examples of traffic management techniques and engineering put into roads such as bollards and speed humps to tackle speeding. Moving forward measures are being put in to encourage positive behaviour with changes being made to areas that are conducive to active travel rather than preventing negative behaviour such as speeding.
- Recognition that LTNs support policy imperatives –social, environmental, economic such as tackling the climate emergency through the reduction in air pollution bringing about a positive effect in people's health and wellbeing as well as encouraging more people to take up active travel. Other benefits to an

LTN area include reductions in, and shorter, motor traffic journeys across the area with fewer collisions and vehicles using roads designated rather than side roads.

- The Covid-19 pandemic and social distancing significantly curtailed public transport capacity and citizens needed safer travel space. LTNs became a very important response and resilience tool. Many LTN schemes were made permanent and, in many cases, they were of an ambitious and holistic scale which generated a great deal of attention.
- The Emergency Birmingham Transport Plan published in 2020 and in response to the pandemic contained LTNs. Learning from this was included in the Birmingham Transport Plan (BTP) adopted in October 2021 emphasising the need for behaviour change.
- Government Emergency Active Travel Fund investment has allowed for a number of LTNs pilots using Emergency Traffic Regulation Orders (ETROs). Due to the pandemic and time constraints consultation took place (online) throughout the first 6 months of a scheme being put in place with the option to remove or make permanent within 18 months. For clarification ETROs are only put in place when it is not known what the impact of the scheme will be and allows people to see in real time the effect rather than what might be anticipated.
- The schemes are in different stages however the Kings Heath & Moseley scheme has proved particularly controversial with community concerns about displaced traffic. The Council has provided additional engagement, monitoring and support funded through the Active Travel Fund Tranche 2 (ATF2) which is the funding mechanism for the Council to expand the LTNs into Places for People (PfP) projects.
- Monitoring of schemes with key indicators has taken place to determine success. It is acknowledged however that due to the rapid nature of having to set up schemes in response to Covid-19 there is a lack of baseline data. In particular for the Kings Heath & Moseley scheme which is larger additional traffic analysis together with traffic modelling, consultation feedback and air quality monitoring is all being considered and evaluated.
- Next steps for all schemes will mean refining the detail with local people before suitable submissions are proposed to Cabinet for approval. If schemes are agreed, then a detailed design will follow with the expanded scheme deployed using an ETRO.
- CFSS and LTN schemes are related components that originate from the same toolbox. As more are delivered and the programme evolves it is anticipated that if there is a school within a LTN area then it would be sensible to develop CFSS proposals at the same time. However, a key distinction between an LTN and a CFSS is that an LTN allows access to motor vehicles however the route is not as direct as walking or cycling for example. A CFSS means that the road is closed to all traffic for a period of 30 minutes at the beginning and ending of the school day and encourages the key principle within the BTP that promotes and encourages more people to use walk and cycle in their locality. As a precursor to this it is to reduce the speed and volume of vehicles in the area which then has an impact on the amount of physical infrastructure that needs

to be put in for example segregated cycle lanes and pedestrian crossing as it would effectively police itself.

- It is anticipated as set out in the BTP that these schemes will be rolled out across the city subject to funding and the BTP Delivery Plan will provide further details on specific schemes.
- Petitions received by the Council and relevant to the Cabinet Member's portfolio are noted and all petitions are responded to and reflected in any report to Cabinet where relevant.

RESOLVED: -

1. The report was noted.

11. WORK PROGRAMME

(See Item No. 11)

RESOLVED: -

1. The report was noted.

12. PROPOSED DATE OF MEETINGS

Agreed.

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

None.

14. OTHER URGENT BUSINESS

None.

15. AUTHORITY TO CHAIR AND OFFICERS

Agreed.

RESOLVED: -

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

The meeting ended at 16:28 hours.

SUSTAINABILITY AND TRANSPORT O&S COMMITTEE
ACTION TRACKER 2022-23

Date	Agenda Item	Action	Update
27 July 2022	Cabinet Member for Transport – Annual Priorities	Cllr Huxtable requested a list of all schools that have signed up to Car Free School Streets. Steve Arnold to provide list.	Awaiting information.

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT O&S COMMITTEE

1400 hours on 27th July, Council House Extension, Margaret Street – Actions

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4. APOLOGIES

None.

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Noted.

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- A commitment has been made to pedestrianise the Gay Quarter in the Southside area of the city to address safety concerns.

RESOLVED: -

1. The report was noted.
2. Cllr Huxtable requested a list of all schools that have signed up to hosting Air Quality Monitoring stations.
3. A list of schools that are part of the Car Free School Streets scheme to be provided.

9. STREET NAMING & NUMBERING POLICY REVISION

(See Item No.9)

Phil Edwards, Assistant Director, Transport & Connectivity spoke briefly to the presentation that outlined the proposed changes to the existing policy and made the following points:

- The consultation started earlier in the year however due to the election period and summer holidays there hasn't unfortunately been as much feedback as hoped but there is still the opportunity for Members to share their views.
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- It is anticipated that a report with next steps will be presented to Cabinet in September and if Members have any comments these can be sent directly to Phil or his team.

RESOLVED: -

1. The report was noted.

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(See Item No.10)

Mel Jones, Head of Transport Planning and Network Strategy spoke to her presentation and during discussion with Members the following points were made: -

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- Recognition that LTNs support policy imperatives –social, environmental, economic such as tackling the climate emergency through the reduction in air pollution bringing about a positive effect in people’s health and wellbeing as well as encouraging more people to take up active travel. Other benefits to an LTN area include reductions in, and shorter, motor traffic journeys across the area with fewer collisions and vehicles using roads designated rather than side roads.
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- The Emergency Birmingham Transport Plan published in 2020 and in response to the pandemic contained LTNs. Learning from this was included in the Birmingham Transport Plan (BTP) adopted in October 2021 emphasising the need for behaviour change.
- Government Emergency Active Travel Fund investment has allowed for a number of LTNs pilots using Emergency Traffic Regulation Orders (ETROs). Due to the pandemic and time constraints consultation took place (online) throughout the first 6 months of a scheme being put in place with the option to remove or make permanent within 18 months. For clarification ETROs are only put in place when it is not known what the impact of the scheme will be and allows people to see in real time the effect rather than what might be anticipated.
- The schemes are in different stages however the Kings Heath & Moseley scheme has proved particularly controversial with community concerns about displaced traffic. The Council has provided additional engagement, monitoring and support funded through the Active Travel Fund Tranche 2 (ATF2) which is the funding mechanism for the Council to expand the LTNs into Places for People (PfP) projects.
- Monitoring of schemes with key indicators has taken place to determine success. It is acknowledged however that due to the rapid nature of having to set up schemes in response to Covid-19 there is a lack of baseline data. In particular for the Kings Heath & Moseley scheme which is larger additional traffic analysis together with traffic modelling, consultation feedback and air quality monitoring is all being considered and evaluated.
- Next steps for all schemes will mean refining the detail with local people before suitable submissions are proposed to Cabinet for approval. If schemes are agreed, then a detailed design will follow with the expanded scheme deployed using an ETRO.
- CFSS and LTN schemes are related components that originate from the same toolbox. As more are delivered and the programme evolves it is anticipated that if there is a school within a LTN area then it would be sensible to develop CFSS proposals at the same time. However, a key distinction between an LTN and a CFSS is that an LTN allows access to motor vehicles however the route is not as direct as walking or cycling for example. A CFSS means that the road is closed to all traffic for a period of 30 minutes at the beginning and ending of

the school day and encourages the key principle within the BTP that promotes and encourages more people to use walk and cycle in their locality. As a precursor to this it is to reduce the speed and volume of vehicles in the area which then has an impact on the amount of physical infrastructure that needs to be put in for example segregated cycle lanes and pedestrian crossing as it would effectively police itself.

- It is anticipated as set out in the BTP that these schemes will be rolled out across the city subject to funding and the BTP Delivery Plan will provide further details on specific schemes.
- Petitions received by the Council and relevant to the Cabinet Member's portfolio are noted and all petitions are responded to and reflected in any report to Cabinet where relevant.

RESOLVED: -

1. The report was noted.

11. WORK PROGRAMME

(See Item No. 11)

Cllr Huxtable sought clarification on the item listed on the Forward Plan entitled "Capital Bid for the Introduction of Car Parking Across Selected BCC Parks" and whether this should have read "Capital Bid for the Introduction of Car Parking Charges Across Selected BCC Parks" as he felt it was misleading.

RESOLVED: -

1. The report was noted.
2. Phil Edwards to clarify with Kevin Hicks, AD, Highways & Infrastructure and a response will be provided to Cllr Huxtable directly.

12. PROPOSED DATE OF MEETINGS

Agreed.

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

None.

14. OTHER URGENT BUSINESS

None.

15. AUTHORITY TO CHAIR AND OFFICERS

Agreed.

RESOLVED: -

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

The meeting ended at 16:28 hours.

SUSTAINABILITY AND TRANSPORT O&S COMMITTEE
ACTION TRACKER 2022-23

Date	Agenda Item	Action	Update
27 July 2022	Cabinet Member for Transport – Annual Priorities	Cllr Huxtable requested a list of all schools that have signed up to hosting an Air Quality Monitoring Station. Members requested a list of schools that are part of the Car Free School Streets scheme.	Steve Arnold to update the Committee as part of his presentation at the September meeting.
27 July 2022	Work Programme	Cllr Huxtable sought clarification on the item listed on the Forward Plan entitled “Capital Bid for the Introduction of Car Parking Across Selected BCC Parks” and whether this should have read “Capital Bid for the Introduction of Car Parking Charges Across Selected BCC Parks” as he felt it was misleading.	Phil Edwards, AD, Transport & Connectivity to clarify with Kevin Hicks, AD, Highways & Infrastructure and respond to Cllr Huxtable directly.

Clean Air Zone

Update to Sustainability and Transport Oversight and Scrutiny Committee

21 SEPTEMBER 2022



BE BOLD BE BIRMINGHAM

Page 25 of 54



The impact of poor air quality

Around

1000

EARLY DEATHS

Linked to man made air pollution

LINKED TO

Heart disease
Diabetes
Asthma
Obesity
Cancer
Dementia

Still births
Infant deaths
Low birth weight
Organ damage
Premature deaths

CHILDREN IN

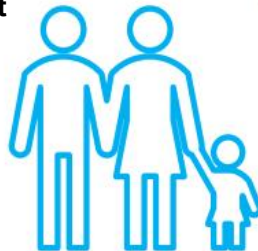
HIGH POLLUTION AREAS

x4

More likely to
have reduced
lung function



AFFECTS & DEPRIVED VULNERABLE areas most



VEHICLE EMISSIONS

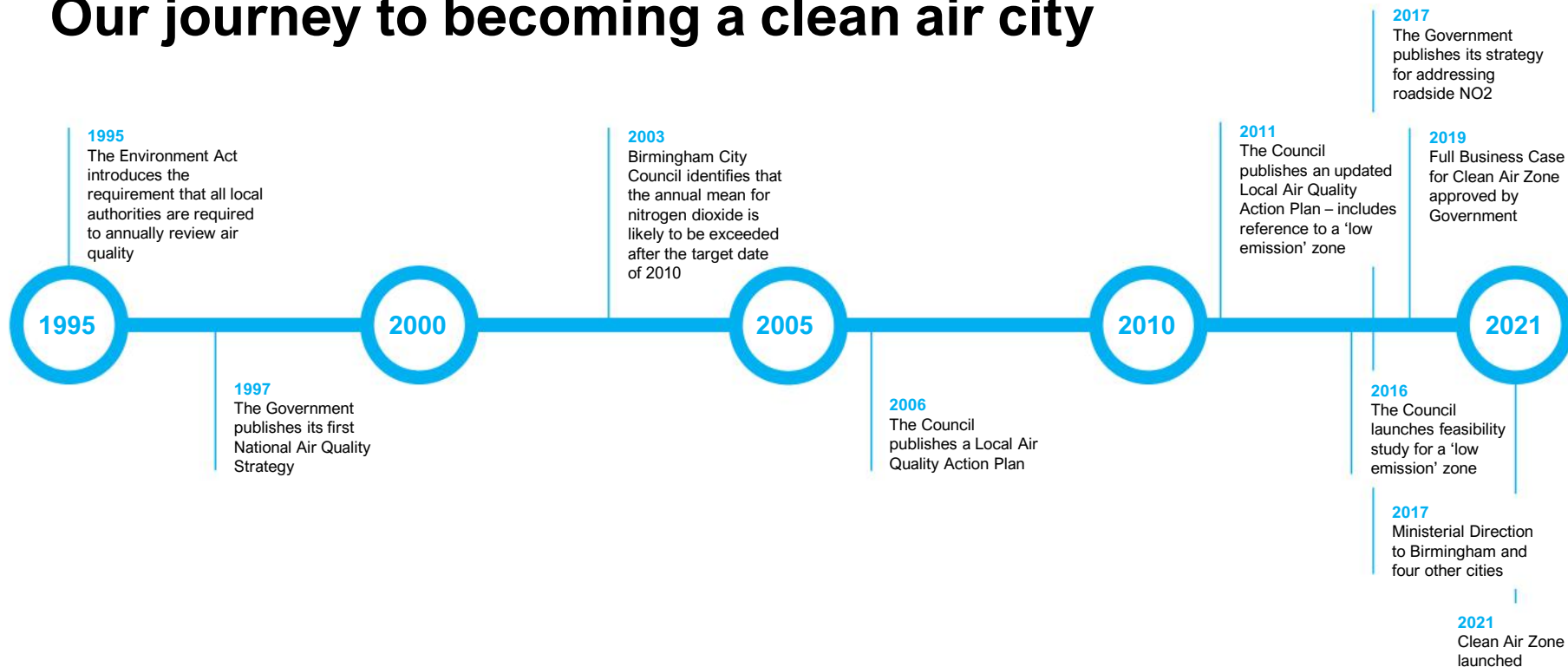
80%

of roadside nitrogen
dioxide comes from
road transport

46%

of roadside NOx
emissions in the city
are from diesel cars

Our journey to becoming a clean air city



Clean Air Zone and other similar schemes

CLEAN AIR ZONES

LIVE	2022	2023	LATER?
YORK Non charging CAZ	BRADFORD CAZ C	SHEFFIELD CAZ C	LIVERPOOL CAZ TBC
BATH CAZ C	BRISTOL CAZ D	G. MANCHESTER CAZ C (TBC)	
BIRMINGHAM CAZ D	NEWCASTLE CAZ C		
PORTSMOUTH CAZ B			

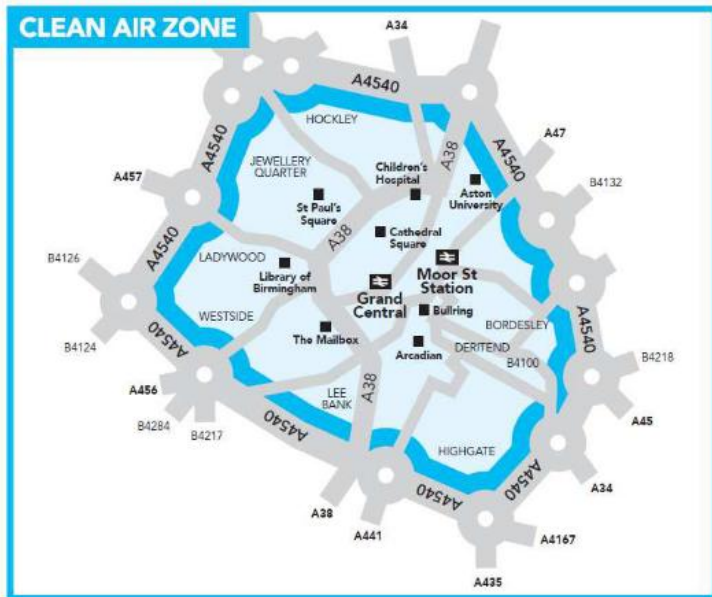
OTHER SIMILAR CHARGING SCHEMES

LONDON ULEZ April 2019 ULEZ expansion 25 October 2021	GLASGOW LEZ EDINBURGH LEZ DUNDEE LEZ ABERDEEN LEZ	OXFORD ZEZ
--	--	----------------------



Birmingham's Clean Air Zone

Launched on 1 June 2021



Includes nearly all vehicle types

TYPE D



Daily charge applies 24 hours a day

£8 Cars
taxis
vans

£50 HGVs
coaches
buses

BE BOLD BE BIRMINGHAM

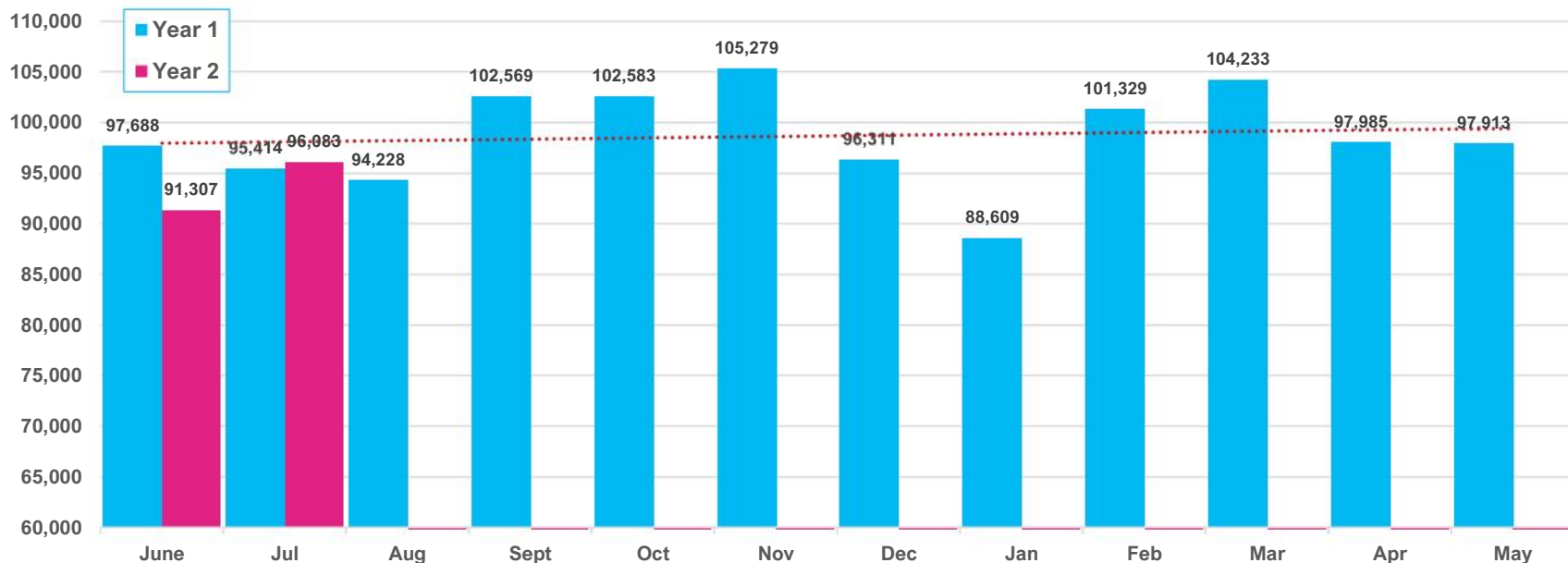
PAGE 5

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Is the Clean Air Zone creating the desired change?

DAILY AVERAGE UNIQUE VEHICLES

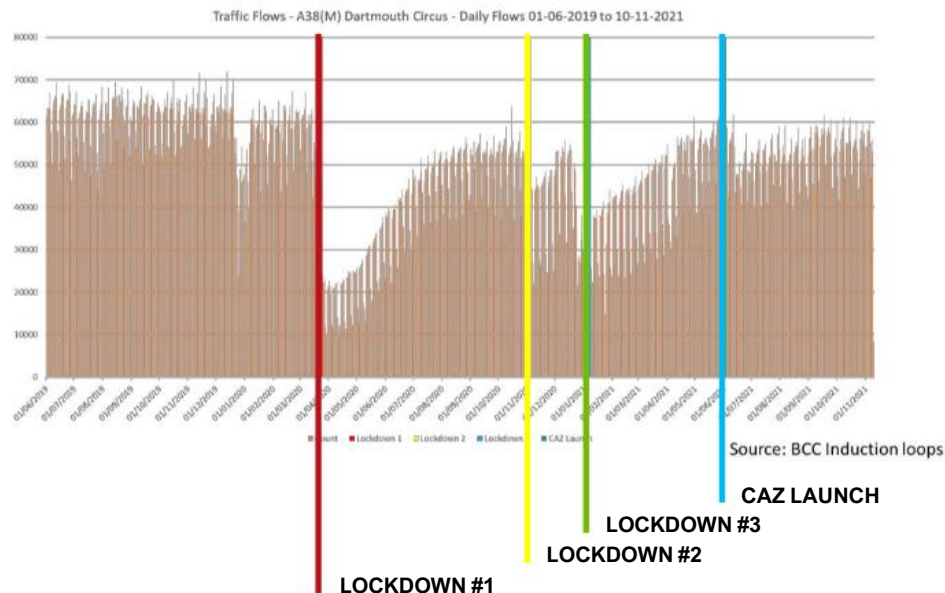


SOURCE: brumbreathes.co.uk/CAZdata

Is the Clean Air Zone creating the desired change?

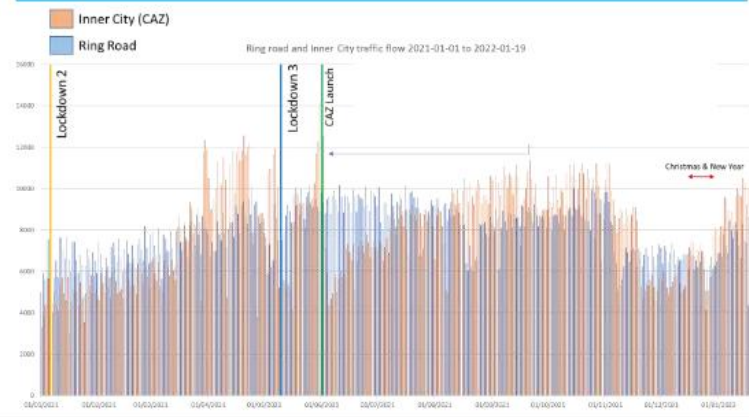
ALL TRAFFIC

DAILY TRAFFIC FLOWS (A38M)



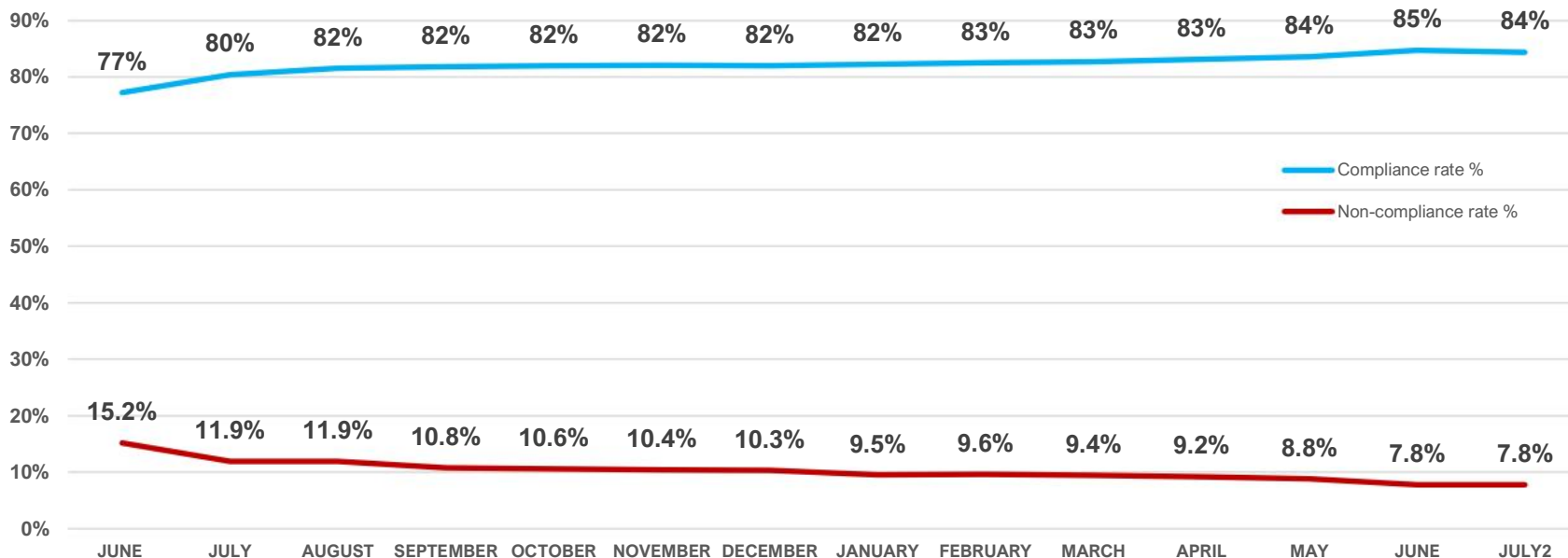
DAILY TRAFFIC FLOWS (A38M AND RING ROAD)

When the CAZ launched there was a reduction in the volume of traffic in the inner city, but there was no corresponding increase on the ring road. At the same time immediately prior to the launch of the scheme inner city traffic appears to have been elevated.



How is the Clean Air Zone performing?

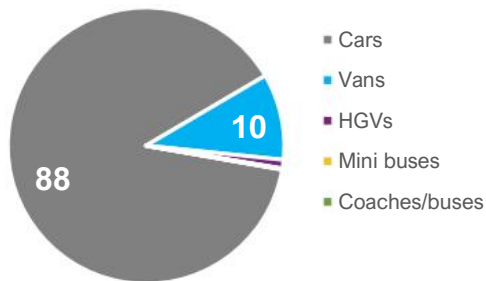
THE PERCENTAGE OF COMPLIANT v NON COMPLIANT VEHICLES (DAILY AVG)



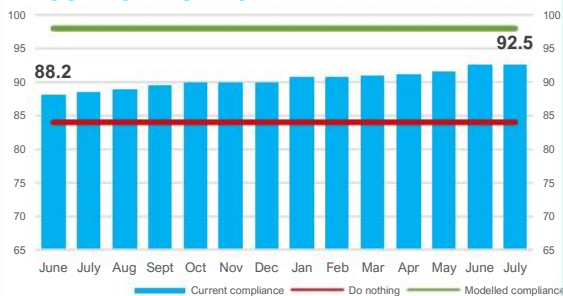
SOURCE: brumbreathes.co.uk/CAZdata

Is the Clean Air Zone creating the desired change?

COMPOSITION OF THE FLEET



PASSENGER CARS



LGVs (VANS)



HGVs



MINI BUSES

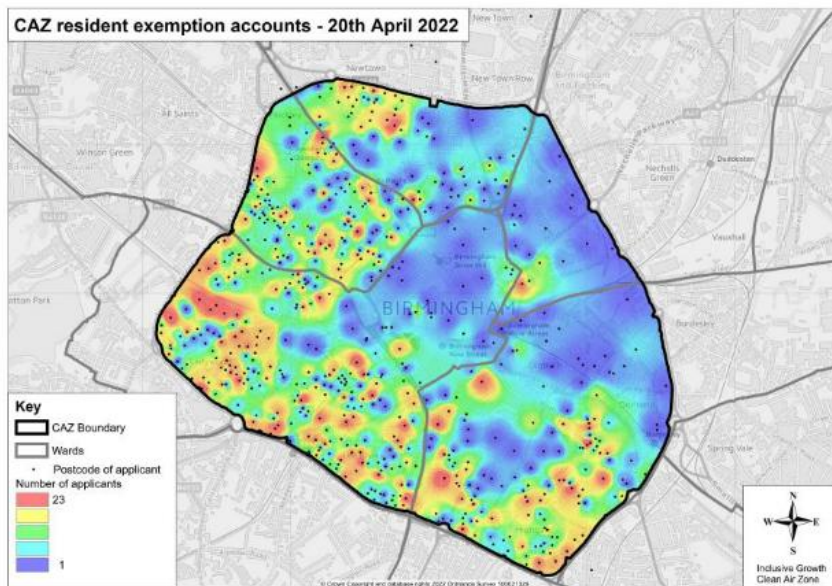


COACHES/BUSES



The journey to a clean air city: supporting change

LOCAL TEMPORARY EXEMPTIONS



CATEGORY	NUMBER ISSUED	DURATION
RESIDENTS	3,027	Two years
WORKERS IN THE CAZ	6,073	One year
COMMERCIAL	530	One year
COMMUNITY USE	152	Permanent

Data as at 30 May 2022

Is the Clean Air Zone creating the desired change?

BRUM BREATHES

RUN DATES: 28th July – 11th August

KEY MESSAGES: 'Driving into Brum? Check if you need to pay' / 'You're in the Clean Air Zone' / 'Search online 'Brum Breathes''



DIGITAL BILLBOARDS / SCREENS



A4 POSTER



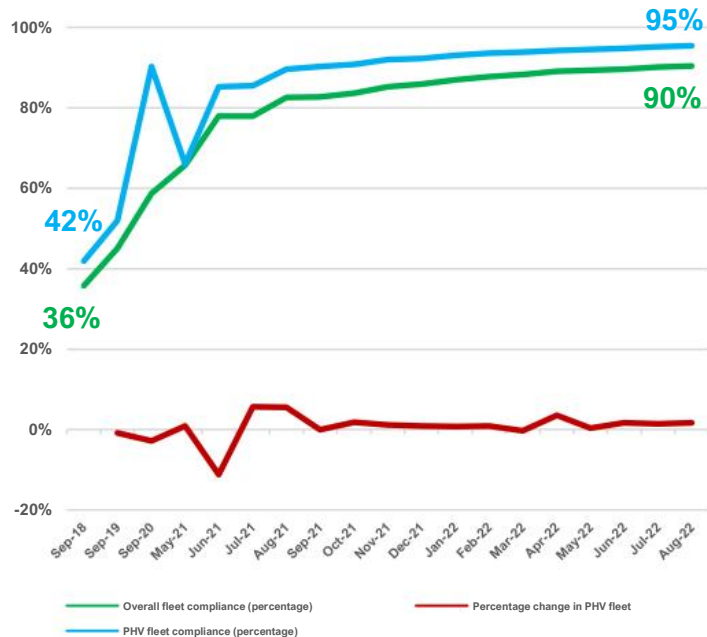
**WAZE
ADVERTISING**



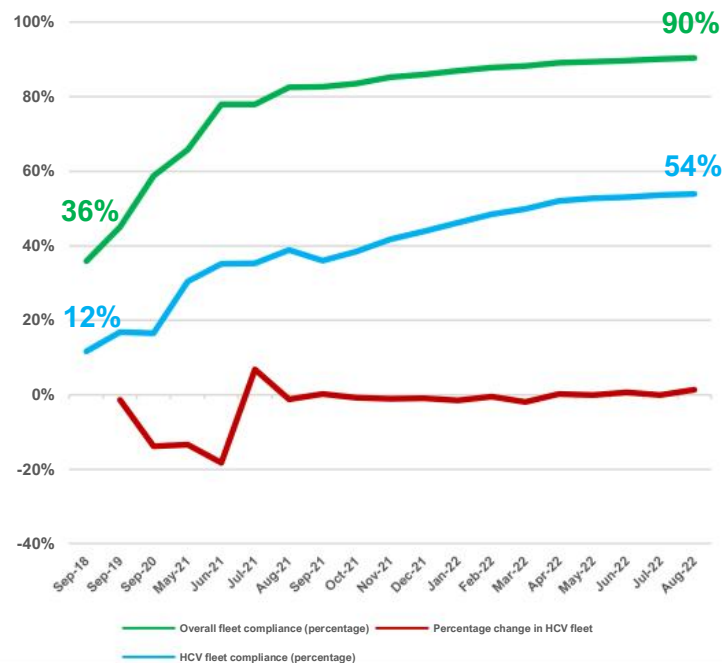
SOCIAL MEDIA

The journey to a clean air city: supporting change

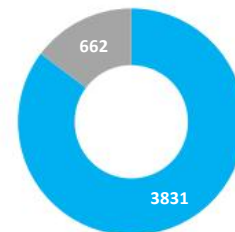
PRIVATE HIRE VEHICLES



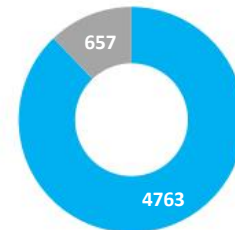
HACKNEY CARRIAGE VEHICLES



JUNE 2021



JUNE 2022



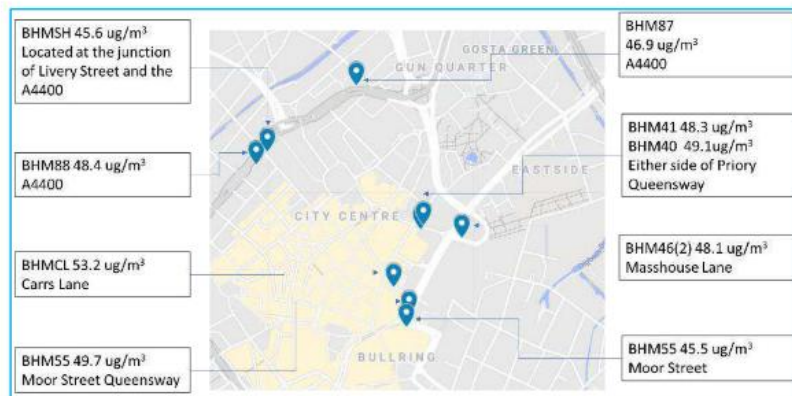
■ PHV - all vehicles
■ HCV - all vehicles

Is the Clean Air Zone creating the desired change?

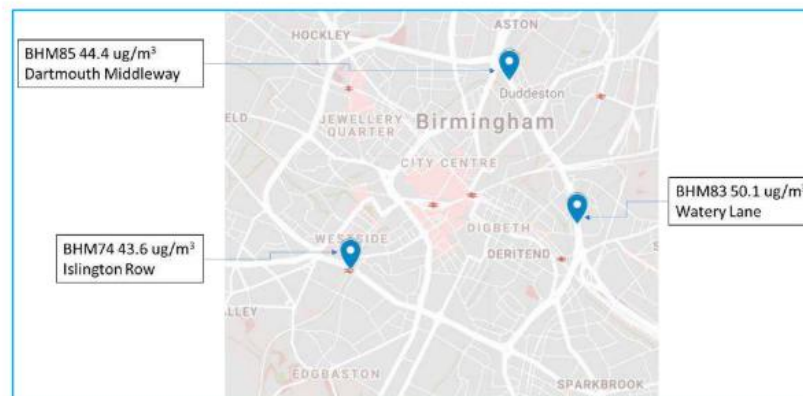
TRACKING CHANGES IN THE LEVELS OF NITROGEN DIOXIDE

	2016 to 2021	2019 to 2020	2019 to 2021	2020 to 2021
CLEAN AIR ZONE	-42%	-15%	-13%	2%
RING ROAD	NO DATA	-17%	-14%	4%
WIDER CITY	-38%	-16%	-13%	3%

LOCATIONS IN THE CAZ WITH EXCEEDANCES



LOCATIONS ON THE RING ROAD WITH EXCEEDANCES



Our journey to becoming a clean air city

Brum Breathes: a Clean Air Strategy for Birmingham

'Clean growth' means growing our economy whilst tackling air pollution, protecting the natural environment, and cutting greenhouse gas emissions, future-proofing our city as we look ahead to a better future for all of us and generations to come.

PRIORITIES

- 1 IMPROVE THE FLEET
- 2 IMPROVE THE FLOW
- 3 REDUCE THE VOLUME
- 4 REDUCE SOURCES AND EXPOSURE
- 5 EMPOWERING BEHAVIOUR CHANGE

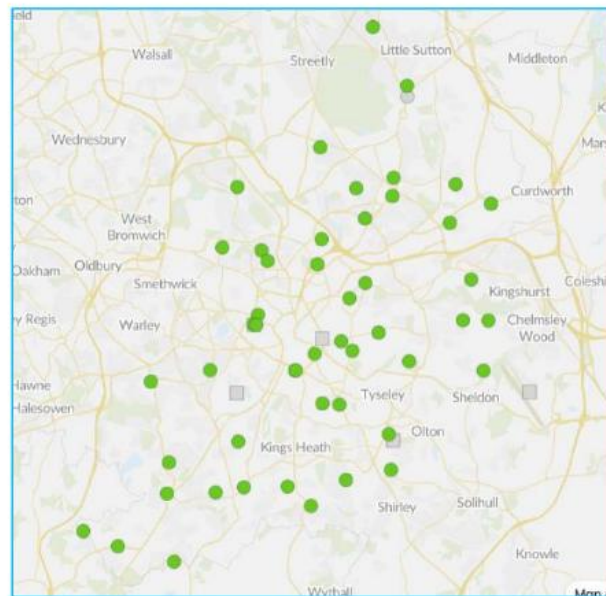
PLEDGES

- 1 COLLABORATION
- 2 CLEAN AIR FOR SCHOOLS
- 3 INCLUSIVITY AND PROTECTING THE VULNERABLE
- 4 PLANNING FOR THE FUTURE
- 5 A CLEAN AIR ZONE FOR THE CITY CENTRE
- 6 MEASURING SUCCESS

Clean air for schools

THE ROLLOUT OF AIR QUALITY MONITORS TO SCHOOLS

- 51 of the original 69 air quality sensors have been installed in schools across the city, with an additional sensor co-located with Birmingham's Ladywood Air Quality Station.
- Aim is to deploy the remaining sensors by the autumn half term
- None of the sensors have indicated an exceedance for Nitrogen Dioxide, PM10 or PM2.5
- In March 2022 Cabinet supported the allocation of Clean Air Zone revenues to the rollout of more sensors across the city
- The project is being delivered in partnership with the Travel Demand and Public Health teams



<https://airly.org/map/en/>

Clean air for schools

THE ROLLOUT OF AIR QUALITY MONITORS TO SCHOOLS – MAKING THE LINK TO OTHER TRANSPORT INITIATIVES ACROSS THE CITY

SCHOOLS	AIR QUALITY SENSOR	WARD
Brownmead Academy	Y	Shard End
Hillstone Primary School		
Nansen Primary		Allum Rock
Colmore Junior and Infant	Y	Brandwood and Kings Heath
St Dunstan's Catholic		
Woodthorpe Junior and Infant School	Y	
Court Farm	Y	Perry Common
Alston Primary		Heartlands
St Francis CE Primary		Bournville and Cotteridge
Chilcote Primary		Hall Green South
Cofton Primary	Y	Longbridge and West Heath
Featherstone Primary		Stockland Green
Nelson Primary	Y	Ladywood
Anderton Park Primary School	Y	Moseley
Holy Cross Catholic Primary School		Sutton Walmley and Minworth
Somerville Primary School	Y	Small Heath
Wyndcliffe Primary School	Y	Bordesley Green

Our journey to becoming a clean air city



Using Clean Air Zone revenues to support sustainable change

- Gap funding for a pilot of hydrogen buses (£3.355m)
- City centre pedestrianisation and public realm improvements (£8.591m)
- Upgrade of University Rail Station (£3.400m)
- Delivery of the new Camp Hill Rail Stations (£5.218m)
- Delivery of Cross City bus projects (£4.225m)
- Creation of a Clean Air Fund (£4.100m)
- CAZ funded transport and environment programme (£5.250m)

Looking beyond compliance:

- Expansion of the city's electric vehicle charging point network
 - Fast and Rapid network: 80+ points installed of 400
 - Longer term ambition: up to 3,600
- Encouraging the adoption of zero emissions technologies in the cities vehicle fleet



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Sustainability & Transport O&S Committee: Work Programme 2022/23

Chair:	Cllr Chaman Lal
Deputy Chair:	Cllr David Barker
Committee Members:	Cllrs Alex Aitken, David Barker, Martin Brooks, Colin Green, Timothy Huxtable, Richard Parkin and Miranda Perks
Officer Support:	Amelia Murray, Overview & Scrutiny Manager (07825 979253) Scrutiny Officer: Baseema Begum (303 1668) Committee Manager: Louisa Nisbett (303 9844)

1 Terms of Reference

- 1.1 As per City Council on 24th May 2022 the Committee's Terms of Reference is 'to fulfil the functions of an Overview and Scrutiny Committee as they relate to any policies, services and activities relating to sustainability; air pollution; transport strategy and highways. The Committee shall undertake the authority's statutory functions in relation to the scrutiny of flood risk management (Flood and Water Management Act 2010)'.
- 1.2 This report provides details of the proposed scrutiny work programme for 2022/23

2 Recommendation

- 2.1 That the Committee considers its work programme, attached at Appendix 1, and considers whether any amendments are required.

3 Background

- 3.1 *"Scrutiny is based on the principle that someone who makes a decision...should not be the only one to review or challenge it. Overview is founded on the belief that an open, inclusive, member-led approach to policy review...results in better policies in the long run."* (Jessica Crowe, former Executive Director, Centre for Governance and Scrutiny).
- 3.2 Developing an effective work programme is the bedrock of an effective scrutiny function. Done well, it can help lay the foundations for targeted, inclusive and timely work on issues of local importance, where scrutiny can add value. Done poorly, scrutiny can end up wasting time and resources on issues where the impact of any scrutiny work done is likely to be minimal.



- 3.3 As a result, the careful selection and prioritisation of work is essential if the scrutiny function is to be successful, add value and retain credibility.

4 Work Programme

- 4.1 Appendix 1 sets out the future work programme for this Committee. This provides information on the aims and objectives, together with lead officers and witnesses, for each item. The attached work programme also includes items to be programmed where dates are still to be confirmed, and any outstanding items including the tracking of previous recommendations.

5 Other Meetings

Call in Meetings

*None
scheduled*

Petitions

*None
scheduled*

Councillor Call for Action requests

*None
scheduled*

It is suggested that the Committee approve Wednesday at 1400 hours as a suitable day and time each week for any additional meetings required to consider 'requests for call in' which may be lodged in respect of Executive decisions.

6 Forward Plan for Cabinet Decisions

- 6.1 Since the implementation of the Local Government Act and the introduction of the Forward Plan, scrutiny members have found the Plan to be a useful tool in identifying potential agenda items.
- 6.2 The following decisions, extracted from the CMIS Forward Plan of Decisions, are likely to be relevant to the Sustainability and Transport O&S Committee's remit. The Panel may wish to consider whether any of these issues require further investigation or monitoring via scrutiny. The Forward Plan can be viewed in full via [Forward Plans \(cmis.uk.com\)](http://ForwardPlans(cmis.uk.com)).



Reference	Title	Portfolio	Proposed Date of Decision
010280/2022	Capital Bid for the Introduction of Car Parking Across Selected BCC Parks	Environment	06 Sep 2022
007686/2020	Historic Environment Supplementary Planning Document	Leader	06 Sep 2022
008965/2021	Renewal of Building Energy Management Systems	Leader	06 Sep 2022
009407/2022	Enterprise Zone Investment Plan 2022	Leader	06 Sep 2022
010100/2022	Adoption of the Birmingham Design Guide Supplementary Planning Document	Leader	06 Sep 2022
010294/2022	West Midlands E-scooter Trial Extension	Transport	06 Sep 2022
009249/2021	Street Naming and Numbering Policy Revision	Transport	11 Oct 2022
009892/2022	The Birmingham Plan Issues and Options Document Consultation	Leader	11 Oct 2022
010173/2022	Our Future City Plan 2040 – Draft Central Birmingham Framework	Leader	11 Oct 2022
007349/2020	Waste Vehicle Replacement Programme	(OLD) Street Scene & Parks	11 Oct 2022
008531/2021	Highways and Infrastructure: Footway Crossings Policy and Information for Applicants	Transport	11 Oct 2022
010142/2022	Medium Term Financial Plan (MTFP) Refresh	n/a	11 Oct 2022
009406/2022	Active Travel Fund Tranche 2 - Package 2: Kings Heath and Moseley Places for People Full Business Case	Transport	08 Nov 2022
010421/2022	(A) Highway Maintenance and Management PFI Contract	Transport	08 Nov 2022
010266/2022	Our Future City Framework and Delivery Plan	Leader	13 Dec 2022
010414/2023	(B) Highway Maintenance and Management PFI Contract	Transport	17 Jan 2023
009445/2022	City Centre Public Realm Improvement Scheme (CCPR) Full Business Case (FBC) phase 2	(OLD) Transport & Environment	14 Feb 2023
009999/2022	Net Zero Neighbourhood Plan	Environment	14 Feb 2023

7 Legal Implications

7.1 There are no immediate legal implications arising from this report.



8 Financial Implications

8.1 There are no financial implications arising from the recommendations set out in this report.

9 Public Sector Equality Duty

9.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9.2 The Committee should ensure that it addresses these duties by considering them during work programme development, the scoping of work, evidence gathering and making recommendations. This should include considering: How policy issues impact on different groups within the community, particularly those that share a relevant protected characteristic; Whether the impact on particular groups is fair and proportionate; Whether there is equality of access to services and fair representation of all groups within Birmingham; Whether any positive opportunities to advance equality of opportunity and/or good relations between people are being realised.

9.3 The Committee should ensure that equalities comments, and any recommendations, are based on evidence. This should include demographic and service level data and evidence of residents/service-users views gathered through consultation.

10 Use of Appendices

10.1 Appendix 1 – Work Programme for 2022/2023

APPENDIX 1

SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE 2022-23 WORK PROGRAMME

Date of Meeting: Wednesday 21st September 2022

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
Clean Air Zone	Update Report	Report providing overview of scheme to date, information on payment scheme and activities the revenue from the scheme is supporting	Phil Edwards, Assistant Director for Transport and Connectivity	Steve Arnold, Head of Clean Air Zone	None Required	

Final Deadline: Monday 12th September 2022

Publication: Monday 12th September 2022

Date of Meeting: Wednesday 19th October 2022

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
Cabinet Member Portfolio Overview	Update Report	Provide a summary of Cabinet Member priorities for 2022-23 and identifying opportunities for O&S to add value. This will include an update on the Waste Disposal Incinerator Procurement.	Jon Lawton, Cabinet Support Officer	Cabinet Member for Environment, Cllr Majid Mahmood Rob James, Managing Director City Operations Darren Share, Assistant Director, Street Scene		Specifically, in relation to the Waste Disposal Incinerator Procurement, the scope of this update may be limited due to commercial sensitivity.

Final Deadline: Monday 10th October 2022

Publication: Tuesday 11th October 2022

Date of Meeting: Wednesday 16th November 2022

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
TBC						

Final Deadline: Monday 7th November 2022

Publication: Tuesday 8th November 2022

Date of Meeting: Wednesday 21st December 2022

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
TBC						

Final Deadline: Monday 12th December 2022

Publication: Tuesday 13th December 2022

Date of Meeting: Wednesday 18th January 2023

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
TBC						

Final Deadline: Monday 9th January 2023

Publication: Tuesday 10th January 2023

Date of Meeting: Wednesday 15th February 2023

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
TBC						

Final Deadline: Monday 6th February 2023

Publication: Tuesday 7th February 2023

Date of Meeting: Wednesday 15th March 2023

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
TBC						

Final Deadline: Monday 6th March 2023

Publication: Tuesday 7th March 2023

Date of Meeting: Wednesday 19th April 2023

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
TBC						

Final Deadline: Monday 10th April 2023

Publication: Tuesday 11th April 2023

TO BE SCHEDULED:

The following items had been identified as topics for consideration to be included in the work programme and no dates have yet been set. The work programme is a live document, and additional items may be identified in future Overview and Scrutiny Committee meetings.

1. **Re-procurement of Highways PFI Contract.** This will also enable Members to understand the existing policies to repair and prevent potholes, and repair and maintain pavements.
2. **Parking Civil Enforcement Procurement.**
3. **Streetworks Permit Scheme**
4. **Active Travel including cycling and Safer Travel to Schools**
5. **City of Nature**
6. **Development of a new Road Strategy**
7. **Environmental, Public Open Space and Transport Issues within City Council Masterplans (i.e Smithfield) and Urban Regeneration Frameworks**